CYCLE NEWS®

WEST

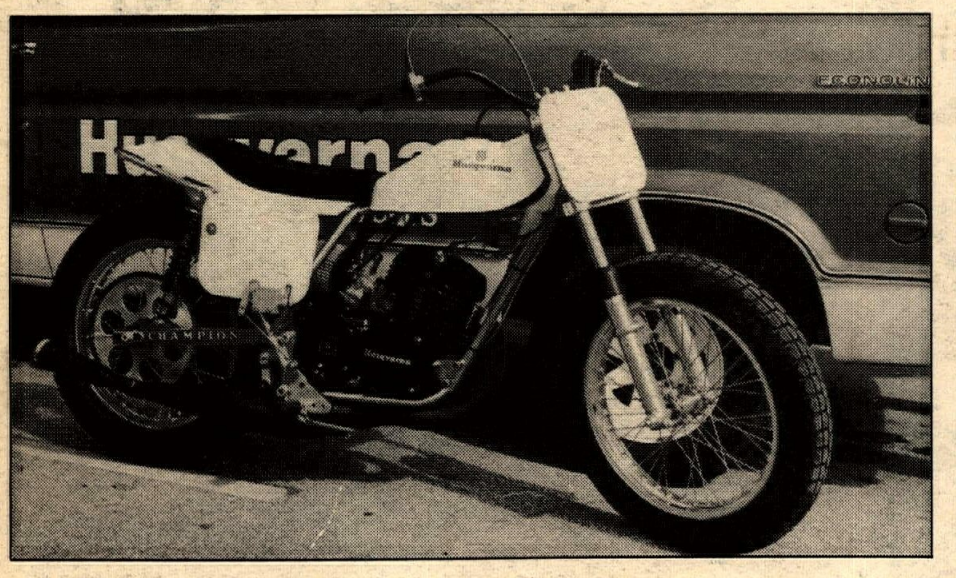
Volume XII : Number 45 : November 18, 1975 50¢

BIKERS UNDER FIRE

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Pictured below is one of twenty prototype Husqvarna 360cc flat trackers. According to Husky the design, development and component assembly were conducted by Ernie Fox and Bob Bolmer of Lansing, Michigan based RMF Enterprises. The frame was built by Champion, and all engine parts and cables are stock Husky 360CR parts. At the present time Husky does not have any plans to manufacture a complete motorcycle for sale. The twenty bikes are test evaluation units assembled to evaluate the potential of Husqvarna engines in applications other than their serial production versions.



C.E.R.A.'s Fools Gold enduro was cancelled by the Georgetown Forest Ranger, the morning before the event was to be run. Apparently the ranger felt that the three-mile dirt road for parking would become impassable, with drizzle expected to turn to heavy rain. As it turned out, the weekend was quite sunny, and there was dust on the road. The enduro has been rescheduled for early April, or as soon as the snow melts down to six feet.

San Gabriel Valley M.C. collected $1254 in donations towards their legal fund at Hopetown.

A special note of congratulations to Jolene Payne, who rode her first race ever and finished first Beginner Powder Puff at DRA's November 2nd race.

AMA general manager Ed Youngblood was elected to both a vice presidential post and a post on the Bureau Central of the FIM during the FIM Congress in Berlin last week. Youngblood not only became the only American representative to achieve these distinctions, but did so via the largest vote tally of any delegate. Other American representatives either elected or re-elected included Bob Hansen to the commission for road racing, Gene Wirwahn to the commission for track racing, and Bill Boyce to the technical commission.

Americans took top prizes in the 1975 FIM photo contest with Cycle News East associate editor Charles Morey taking first prize in the touring category and Ms. Dusty Brandel, executive director of the American Auto Racing Writers and Broadcasters Association, scoring first prize for the sport category.

Attention Promoters: If your Calendar item is wrong, please contact the Calendar Editor before Thursday afternoon. That way he can get the corrections to typesetting along with the new items, and stay on the good side of our nice typesetting ladies.

World record: The CMC road race at Carlsbad November 2 was over by 3:30 p.m.

Steve McLaughlin to some Australian friends on their way home: "What you guys have to do when you go back is inform all those people what a superstar I really am. It's just because of some cheap promoters that I'm not racing down there."

In case you wondered what happened to the Japanese "Marty Smith" Y. Sugio, he is busily campaigning a watercooled YZM 125 in the national motocross series at home. If he emerges as series champion, he'll get to leave the country again to campaign here and in Europe.

OK, New Mexico, read this: BLM's Albuquerque District Multiple Use Advisory Board meets at 9 a.m. November 21 in the District Office, 3550 Pan American Fwy., N.E., Albuquerque. Call (505) 766-2455 for details. In Socorro, N.M., the Socorro District Multiple Use Advisory Board meets at 9:30 a.m. on November 20 in the District Office, 200 Neel Ave., N.W. Info number is (505) 835-0412. These are charter meetings, so they offer an opportunity to get in on the ground floor of local BLM policy-making.

Thirteen million people live in Australia, which is the size of the continental United States. Ten million people live in Southern California. In Australia, a road race draws 1,500-2,000 *riders*. In Southern California, a road race draws 60-265 riders. What does this mean?

Maybe life in an environment containing kangaroos is conducive to an interest in road racing.

What Los Angeles needs now is a good kangaroo ranch.

Ever wonder what Kenny Roberts is doing during the off-season? He's up in Alaska testing snowmobiles for Yamaha now, but he'll be back in California to ride in a benefit bicycle motocross November 16 at Pioneer Arena, Oakdale. Proceeds from the double-point NBA race will go to cancer victim Jared Moore, 15. Meeting Ken in a special exhibition race will be protege Skip Aksland and the Davidson Brothers.

In 1975 the Texas Department of Public Safety required motorcyclists to display their inspection stickers in a small tube above the license plate. In 1976 the Texas DPS will require motorcyclists to remove the tubes and display the sticker on their rear fenders. Perhaps in 1977 the Dept. of Public Safety will require motorcyclists to remove their rear fenders and have the sticker put on a tattoo.

The Central Road Race Club has announced that the December 14 Southwest Championship Road Race at Henderson, Texas will be the last 1975 points paying race. District numbers will be determined by final point standings. For more info contact Lou Linden, (512) 476-5470.

Recall Rumor — The Yamaha European Gran Prix team of Van Velhoven, Hakan Anderson, and Ake Jonsson will not compete in the World Championships next year. Yamaha is reportedly withdrawing from the GP circuit and Ake Jonsson will be signing back up with his old Maico teammates.

Scoring on the National MX scene will switch to the FIM moto system in 1976. The AMA currently counts points only for overall placings, but next season every moto is a separate race.

We hear that the National Observer, in its October 18 issue, published a lengthy and rather favorable treatment of the helmet controversy, including a few quotes from Road Rider's Roger Hull.

Roger, as most of his readers know, recently got back from his first "vacation" in about six years, which he, naturally, spent riding a motorcycle all over the cotton-pickin' country, looking for towns named "Hull". He says wherever he went, he found the grassroots mood to be one of near-rebellion against federal regulation and taxation. Some of the pols he's telling this to are starting to listen.

D-37 desert whiz kid "Dyno Deano" Modesette wiped out his big toe on a rock at a recent desert crash bash and will be out of action for a while. The freaky accident might prevent him from holding the Lightweight Division II No. 1 plate for '76.

On November 19 the End Does M.C. will host their third annual "Hopetown survival party." If you're interested in attending, contact Dee 805/497-4983, Linda 213/361-3558 or Denise 213/798-6118.

Willie Hockie gave three people a lift at Hopetown in his green Chevy van. One of them left behind a movie camera. If it's yours, you can get the camera back by calling Willie at (213) 320-5438 and describing it.

Dick Mann and Jeff Hammond want to invite everyone up to the Grizzly Bear One Day Trial on November 30. The same basic course as last year will be run, with the addition of six special tests. Dick says "It's the funnest thing I've done." Check the calendar listing for all the info, or call 415/234-6556.

ABC's Wide World of Sports will headline the Louisville Race of Champions on Saturday, November 15. Check your local paper for time and station. As usual, they sandwiched us in with some real wonder-winners — target diving from New Jersey and gymnastics from London.

Sounds like an important one up in the Ukiah District of California. Their Multiple Use Advisory Board meets in the BLM District Office, 555 Leslie St., Ukiah, CA. December 11-12 to discuss, among other things, land-use conflicts in the Cow Mountain area.

The upcoming second annual S.A.M. HSMX State Championships set for Saddleback Park, November 22-23 will have, in addition to the individual and team trophies, more than $300 in merchandise donated by Miller Mano Motocross Specialists located at 230 "M" Crescent Way in Anaheim, just off Lincoln Ave. Qualifying for the two-day event is all but over with the team League Championships set for this Saturday night at OCIR.

AMC Motocross leader, Betty Lasker, having tried the Friday night slot at Orange County International Raceway for several weeks, has decided to move back to the Wednesday night program beginning November 19. AMC will run this Friday at OCIR for the last time.

Want to buy into a cycle park? Knob Hill Ranch, a 1200 acre park in Pescadero, California needs help now. The owner has run out of finances to keep it going until the park permit is issued. Knob Hill will be the only cycle park in the San Mateo County bay area. They're desperate and will talk to anyone interested (except race promoters). Contact Don Ivan, Knob Hill Ranch, Box 540, Pescadero, CA 94060. 415/879-0298.

Something new has been added to the Trans-AMA at Saddleback, November 30. Bleachers at all the prime spectator areas are free with admission ticket, but it's first come, first serve.

Lots of things going on at Saddleback this month. November 22-23 is the weekend bikes and cars hit the dirt vying for $15,000 in cash and contingencies. Of course it's a grudge race! Malcolm Smith will be there, riding a bike, and so will Roger Mears, driving a car. Both say they're going to win. Uni-Filter will pay $100 plus a four foot trophy to the fastest lap rider. $50 will enter your bike and they're still wide open. Come on you guys, don't let those funny lookin' four wheel bug smashers show you up. S.C.O.R.E. International rules and classes will be in effect.

Tony takes Texas Trans-AMA

LAKE WHITNEY, TEX., NOV. 9

Team Suzuki's Tony DiStefano grabbed the seventh round of the 1975 Trans-AMA series with consistent and powerful second place finishes in both motos under a blazing Texas sun at Lake Whitney Cycle Ranch. 10,000 spectators witnessed an all-American day as Marty Smith took his factory Honda to a wire-to-wire first moto win and Texan Steve Stackable dominated the second round. Roger DeCoster and Gerritt Wolsink finished

second and third overall for the day to give Suzuki their second consecutive one-two-three sweep. Kent Howerton (Hus) went seven-four for fourth overall.

Jimmy Ellis won the 250 Support class by large margins over Rich Eirstadt (Hon), Terry Clark (Hus), Tim Hart (Yam) and Micky Kessler (Hus). The full report next week.

Irwindale drags: T.C. does it one more time

IRWINDALE, CAL., NOV. 9

In almost an instant replay of last week's big Fremont meet, the top fuel winner was once again T.C. Christenson.

As happened last week, the two biggies, Russ Collins and T.C., were pitted against each other in the first round. Also in the first round it was Bonnie Truett over Joe Smith. That was one of the strangest races ever run.

What happened is still kind of a mystery. All we know is they staged at the lights and everything was alright. They took off down the track and things were still going good. All of a sudden Joe Smith's bike started to slow, but so did Bonnie Truett's. They had made it almost halfway down the strip. The rest of the race was done dead engine. As they coasted towards the finish the stands were going nuts. Bonnie Truett crossed the line first, with a 25 second ET. That is a new world's record. The slowest speed ever to win a top fuel event. His trap speed was too slow to register on the machine.

The two that survived the semi finals were T.C. Christenson and Marion Owens. All the Harley freaks were screaming for Marion, while the rest of the fans rooted for T.C. Once again, as in the last four meets, T.C. Christenson took home the gold.

The R.C. Engineering team didn't go home completely unhappy, though. Terry Vance and Byron Hines took both Pro Stock and Pro Comp.

For the complete story on this race, and all other drag racing results, see the next issue of Biker, on sale November 14th.

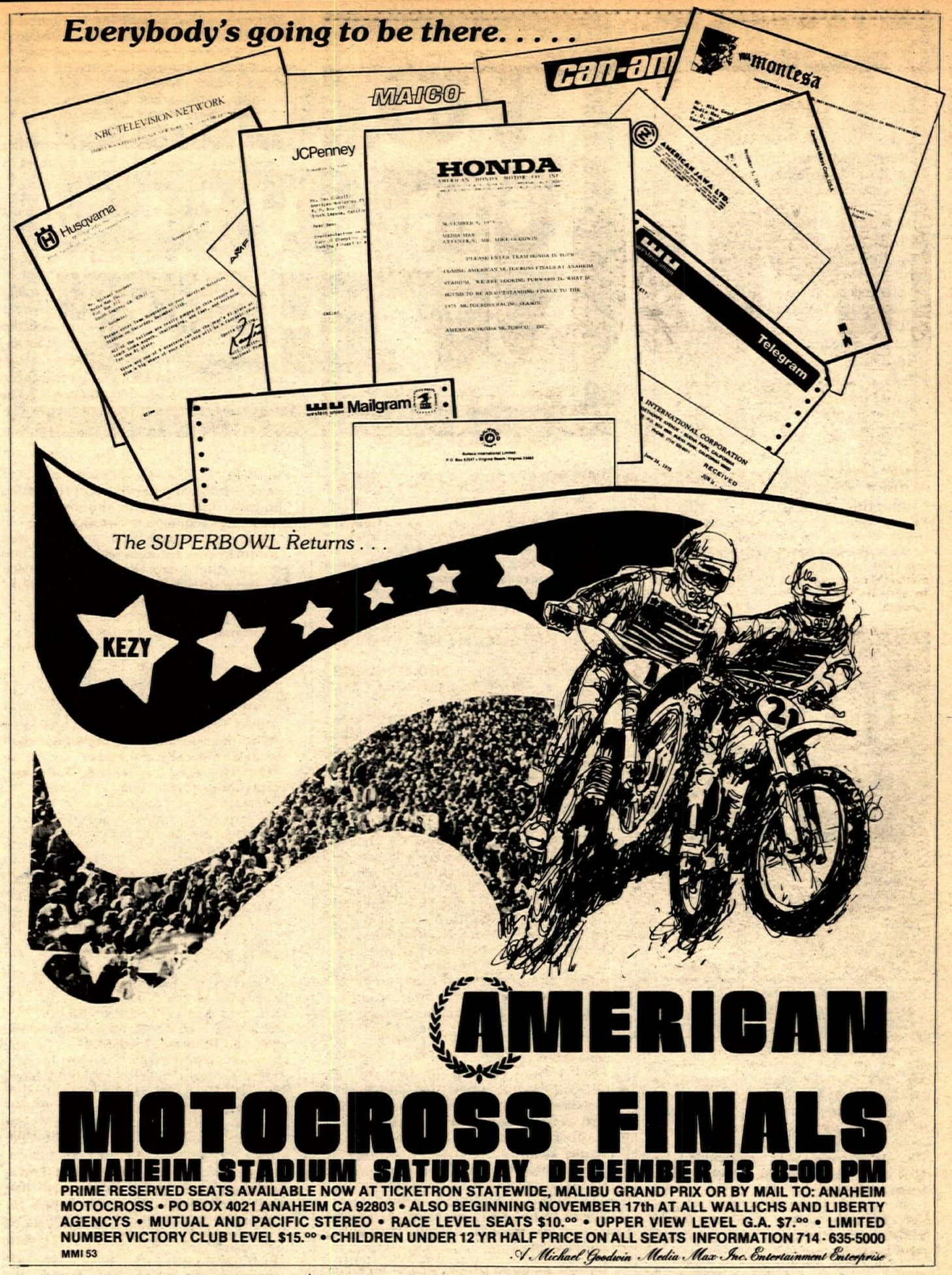
Who cares

if motorcycling as we know it becomes extinct by 1980?

If motorcycling is more than just a passing fancy with you, then you should know that the future, possibly the very survival of motorcycling over the next five years, is on the line. Right now.

What's happening to us? Who are our friends? Who are our enemies? What are the tools we can use to save our sport? You'll learn the answers to these and other questions beginning with this issue of Cycle News. Turn to this week's special feature that begins with "Opinion" on Page 12, continues with the opening of a brand new department "Political Hotline" on Page 15, and ends with a vital reference pullout (pp. 23-26) for California residents.

Swallow your gripes of "Who cares about politics, we want to read about motorcycles!" Read the stuff, because we can about guarantee you – if nobody but a dedicated handful cares about politics, by 1980 or even sooner, motorcycles aren't going to be any fun anymore. Believe it.



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ON THE FRONT PAGE: To get you in the mood — cover art by Darryle Purcell.

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VOICES OF THE WEST

Hang on

There have been rumors that Plymouth Raceway (Home of "Hangtown") was to be added to the lost race track list. Last year's Hangtown was a muddy mess. Bikes and four-wheelers demolished the surrounding countryside.

Rumors are rumors, so I wrote to the city to find out. The following is the answer I received, and was relieved to hear.

DEBBIE SANDERS
Santa Cruz, Calif.

Dear Ms. Sanders:

In replying to your letter which requests the current status of the Plymouth Raceway. You are misinformed that the track has been closed down. It is still open and the Dirt Diggers have a permit to hold a race in December 1975 and again in April 1976, if they meet certain conditions. What you may have heard is that a certain Moto-X promoter will not be issued another permit for any kind of function at the Plymouth Raceway. This came about for his repeated violations of the California Penal Code, the State of California Health Code, and Ordinances of the City of Plymouth.

Most of the residents welcome tourists into our city, however, they feel that the presence of these tourists should not place an undue burden on them, such as garbage, dust, speeding vehicles and non-payment of fees to name a few.

So, as you see, it is not too late for you, and "hundreds of you out there" to enjoy our facilities, however you must comply with the law, and require all other spectators and participants to comply also.

You are free, with any of your friends, to attend a council meeting at the City Hall at 8:00 p.m. on the second Thursday of any month. If you have any further inquiries, I would be glad to answer them.

RAMON F. DREHOBL
Chief of Police
Plymouth, Calif.

Chief Drehobl sounds like one cool dude. It seems to me everything he points out makes sense. So, race fans if you want to hang onto Hangtown treat the good residents of Plymouth with the respect they certainly deserve; and above all don't set your own standards, comply with theirs . . . Editor

To Lackey and Blackwell

In response to your letter in Cycle News, Oct. 21, Issue 41, the facts are: Roger DeCoster is great; Gaston Rahier is great; Marty Smith is great; the motocross track at Ravena, Ohio is great; Mid-Ohio is a World Championship motocross track.

1974 — Mr. Charles Dillen, Oppen, Belgium, Vice President of FIM and Commission of Technique (ct) and the 1973 World Champion motocross rider inspected and approved Mid-Ohio as a Grand Prix World Championship Motocross Track. 1975 — Mr. Tage Magnusson of Swede, FIM Vice President De Motocross (CMT) inspected Mid-Ohio and said, "It would compare with any of the top three motocross circuits in the world."

Brad Lackey and Mark Blackwell are not qualified or commissioned by FIM to approve or disapprove World Championship Motocross Tracks (there are more requirements than just the course itself). Nice natural terrain motocross tracks are great. But sometimes, as in our case, the zoning boards tell you where you may build a race track. Mr. Magnusson advised me of some changes that could be made to Mid-Ohio to make it more difficult, and I agree completely. These suggestions will be incorporated into the course this winter during the off-season.

On October 5, at the Mid-Ohio Trans-AMA, you had dozens of opportunities to complain to me face to face privately and/or publicly before and after the event, instead of hiding behind a typewriter.

PETER WEIDNER, JR.
President
Mid-Ohio Motocross Park
Mansfield, Ohio

ISDT rider lauded

There were two Americans riding as Canadians at the ISDT on the Isle of Man. One was the late Bren Moran, the other was Fred Cameron who finished with a Bronze Medal. Al Eames mistakenly overlooked Cameron for the American team which he should have been on. He had earned two golds and one silver in the U.S. qualifiers. Eames instead, selected Gary Surdyke, who had one bronze to his credit, and several others who qualified below Cameron on the list.

The happy ending to this story is that Cameron beat all the riders placed in front of him (except for Wickman who also won a bronze). This helped earn for the Canadians the Watling Trophy which is given to the team with the most meritorious performance.

DONNA CAMERON
Tiburon, Calif.

Shape up those tracks

I enjoy good motocross racing, but I hope track owners and promoters will provide safer motocross tracks in the future. The Superbowl track was a disgrace: Huge rocks in the track, ridiculous whoop-de-doos, slick and hard packed. Apparently it was designed to break bikes and injure riders.

When top riders like Smith, Staten, DiStefano, Mikkola, DeCoster and many others can't handle a track it must be really bad. Other examples are: Carlsbad with its dangerous downhill jump. The steel fence alone will make hamburger out of a rider. Two riders were seriously injured recently on Saddleback's Banzai Hill.

Why not design and prepare tracks with some thought to the rider's safety? Give him a chance to race rather than crash and burn. The privateer may become extinct due to the expense of bike repairs.

I hope the track at Anaheim is more reasonable than the one at the Superbowl. It's too bad the riders don't have someone to represent them. The AMA doesn't seem to be concerned with safety, or they would have banned the Superbowl track. What would Mike Goodwin have done then?

MRS. PRUDENCE LANE
Azusa, Calif.

Any form of motorcycle racing is dangerous. That's part of the game, and probably the reason motocross is so popular. I agree, some owners and promoters could take a lesson in how to prepare a track for racing. Some don't seem to recognize the difference between a legitimate obstacle and a potential death trap. But, riders certainly could speak for themselves. They aren't forced to participate in any event held on an un-safe course . . . Editor

This one sounds desperate

To make a long story short, your paper is a trip! I have two reasons for writing. The first is MX Cat. I love him! He is my hero! He is so clever, so witty, so brave, so down right nifty. What I would like is an autographed picture of MX Cat, a personally autographed picture. I want to keep it in my locker at school so I can see his smiling face between classes. Please, please, please! I really love him.

The second reason is Rex William Reese. He is obviously brilliant. Please print more of his stuff. Could you show this to him? Maybe he would write to me personally. Do you have any pictures of Mr. Reese? I would really like one. I would keep it right under MX Cat. (Providing there's room. If not, I will keep it inside the medicine chest of the bathroom adjoining my bedroom, then I could still see it many times a day.)

HILDA WISENBURG
La Puente, Calif.

Our paper might be a trip, but your letter was far out. I'll see what I can do about the MX Cat picture. The second request I don't know. Mr. Reese has been "tripping" for quite some time now. The last I heard, he was out testing a pair of MX boots and the darn things kicked the heck out of him. I think the medicine chest would be the most favorable place for his picture, once you get it. I have a feeling you must take a lot of aspirin . . . Editor

Words of wisdom?

En ole tehnyt sopimusta ruodelle 1976.

H. MIKKOLA
Somewhere in Europe

Barstow C of C support

I thought it might be interesting to note that the Barstow Chamber of Commerce sincerely supports the off road racers. They have been discussing the possibility of a parade through town if the San Gabriel Motorcycle Club can come up with a substitute for the Barstow to Vegas race. A few letters of appreciation for their support would be nice.

Also, think what would happen if each motorcyclist made a promise to their future off road racing to write one letter a week to a BLM official, congressman, Sierra Club member, etc. Someone would be sure to listen with such a volume of mail on their desk each week!

C. WATSON
Barstow, Calif.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

St. Peters, Missouri Trans-AMA Race;

we couldn't all be first, so we came in 1,2,3.

It was an overall victory for Team Suzuki with Roger DeCoster first, Gerrit Wolsink second, and Tony DiStefano third. Suzuki motorcycles . . . first in power, performance and reliability. See them at your Dealer.

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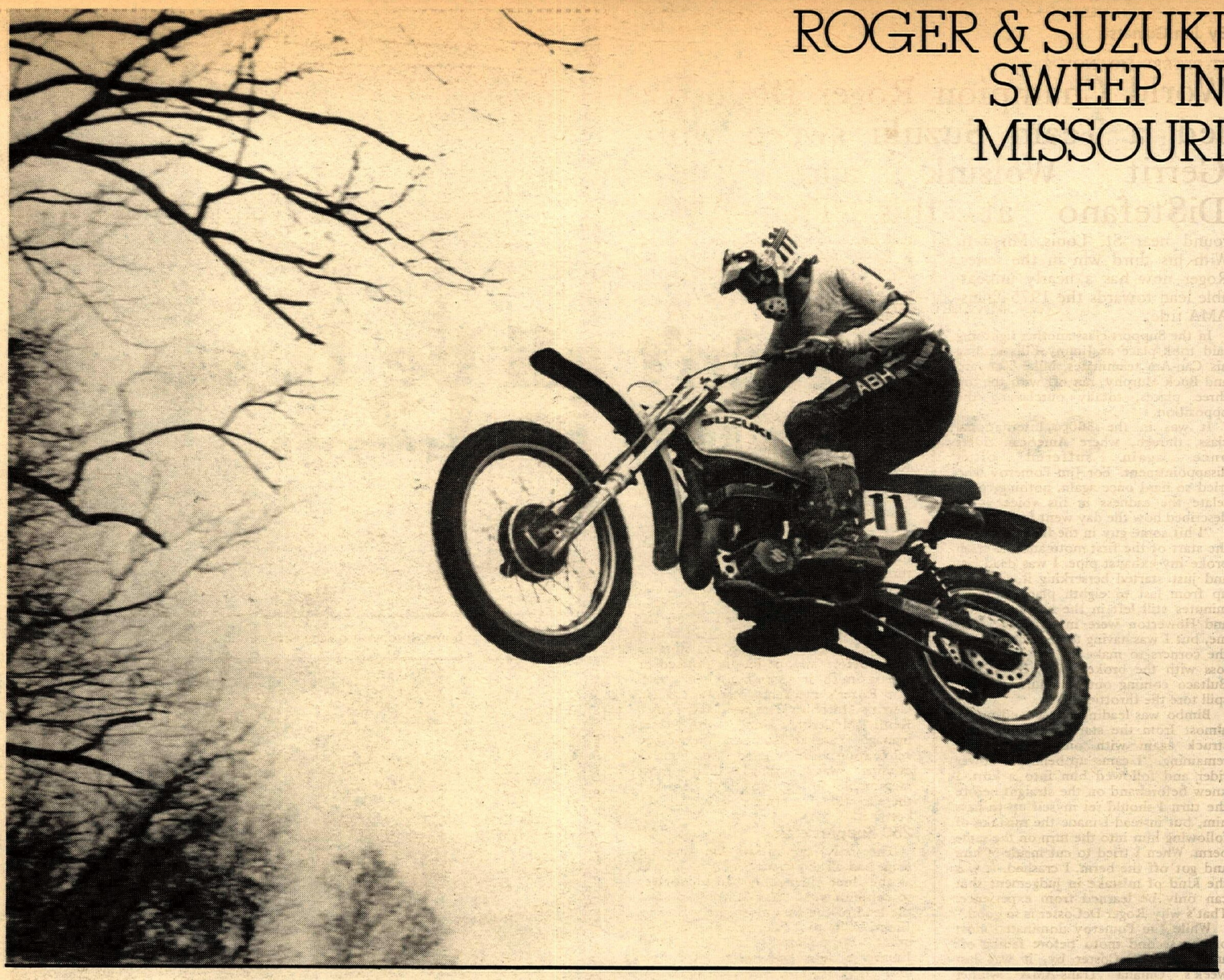
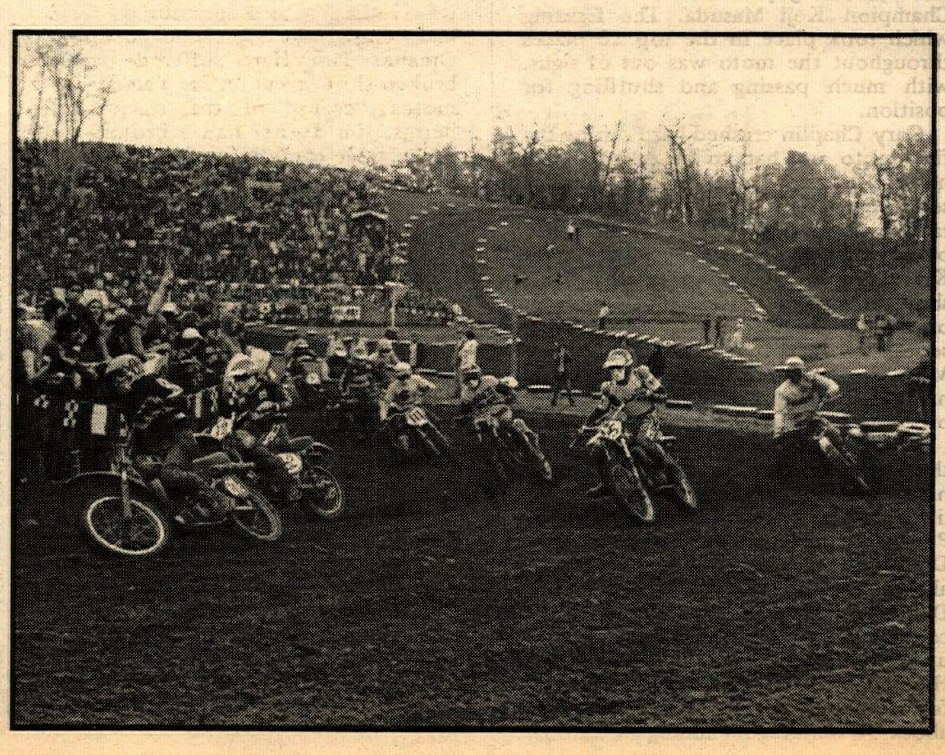


ST. LOUIS TRANS-AMA

Jim Weinert (below) was apparently having one of those days. Opening moto of the International class (below right) whips out onto what looks like a nicely-manicured meadow; Chuck Sun enjoying a brief lead.

PHOTOS BY JANNET SCHMIEDLIN AND GIANATSIS



By Jim Gianatsis

ST. PETERS, MO., NOV. 2

World Champion Roger DeCoster led a Team Suzuki sweep with Gerrit Wolsink and Tony DiStefano at this Trans-AMA

round near St. Louis, Missouri. With his third win in the series, Roger now has a nearly unbeatable lead towards the 1975 Trans-AMA title.

In the Support class another lightning raid took place as Jimmy Ellis leading his Can-Am teammates, Mike Runyard and Buck Murphy, ran off with the top three places, totally outclassing the opposition.

It was in the 500cc International class, though, where American riders once again suffered bitter disappointment. For Jim Pomeroy who tried so hard once again, nothing could relate the sadness in his voice as he described how the day went for him.

"I hit some guy in the first turn after the start of the first moto and the crash broke my exhaust pipe. I was dead last and just started berserking it, working up from last to eighth place with 20 minutes still left in the moto. Weinert and Howerton were in sight ahead of me, but I was having to go wide open in the corners to make up for my power loss with the broken pipe. I spun my Bultaco coming out of a turn and the spill tore the throttle off."

Bimbo was leading the second moto, almost from the start, when bad luck struck again with only a few laps remaining. "I came up behind a slower rider and followed him into a turn. I knew beforehand on the straight before the turn I should set myself up to pass him, but instead I made the mistake of following him into the turn on the same berm. When I tried to cut inside of him and got off the berm, I crashed. It was the kind of mistake in judgement that can only be learned from experience. That's why Roger DeCoster is so good."

While Jim Pomeroy dominated most of the second moto before falling off and letting DeCoster by, it was last week's Omaha Trans-AMA winner Marty Smith who held down a good lead soon after the start of the first 40-minute plus two lap moto. Charles Sun put his Husky into the holeshot after the start, but dropped his bike a few turns later. Marty took over the lead, but DeCoster, Howerton and Wolsink weren't far behind. It took Roger a couple laps to work his way around Marty, but after he did, the Champ was in total command for the remainder of the race. Marty kept his RC 400 on the gas to finish a strong second ahead of Wolsink, Howerton, DiStefano, Stackable, Tripes, Weinert, Lackey, and Japanese 250cc National Champion Koji Masuda. The fighting which took place in the top 10 places throughout the moto was out of sight, with much passing and shuffling for position.

Gary Chaplin crashed hard during the first moto and had to be taken to the hospital with what appeared to be a seriously injured foot. Marty Tripes was racing the moto with a broken rear brake arm on the backing plate. Pierre Karsmakers fell, injuring his bad shoulder, and had a rear shock sack out on his Honda. Gary Jones rejoined the series after leaving it at Unadilla to have Moto-Islo make some improvements on his bike, but it still suffered mechanical problems in the first moto.

Marty Smith again took control of the lead for the second 500 moto but his shocks and forks began to fade out a little and he began dropping back as Jim Pomeroy took over first. Tony DiStefano was riding shotgun on second ahead of Wolsink, Howerton and DeCoster. Both Roger and Kent got cooking with Roger eventually moving up into second behind Pomeroy, and Howerton passing Wolsink to move into fourth behind DiStefano. It was with about 10 minutes remaining in the race that Jim Pomeroy crashed and dropped to second place with Roger blasting on by to take the lead and the win.

Tony DiStefano was right behind Bimbo after he fell. "I thought I might be able to catch Jimmy, but my goggles began to fog up and I just couldn't see well enough to go faster. I still feel good about taking top American for the day, though."

Jimmy Weinert overshot a high speed banked berm at the end of a long straight and went cartwheeling off into the woods. "I was lucky, it could have been a more serious accident then it was," he said. The Jammer still finished 10th for the moto. Ron Pomeroy twisted his ankle and retired. Steve Stackable never even started the second moto, as he and Bernie Thompson were unable to make repairs in time, between motos, to get his Maico to the line and running.

For Roger DeCoster, Gerrit Wolsink, and Tony DiStefano, the overall win was theirs and well deserved. Roger fell off once while leading the first moto, but was quickly back up and running again before anyone hardly noticed or Marty Smith, in second, got very close. For Roger's mechanic Minoru Takasu, Gerrit's Motohiro Hasegawa, and Tony's Keith McCarty, along with team manager Yasakau Ishibashi, the victory celebration with their riders on Sunday evening was perhaps their most memorable in the series so far, but there's still four more races left to better it.

250 Support class

The only opposition the Can-Am team had all day came from themselves as the three riders only had themselves to contend with. Buck Murphy took to the lead of the first moto, only to have Jimmy Ellis pass him near the halfway point. Buck retook the lead from Jimmy a few laps later, but more reshuffling towards the final laps gave Jimmy Ellis the moto win over Murphy, Rick Burgett on a Yamaha, and Mike Runyard in fourth.

The second moto saw the Can-Am team running, one, two, three with Ellis out front ahead of Murphy and Runyard again. Mike Kessler almost got his Husky around Runyard at one point, only to have a thrown chain drop him out as it had also done the first moto. Murphy fell near the end of the race to allow Runyard into second place for the moto and the overall standings behind Ellis.

Top runners in the 250cc class who had problems included John Savitski who retired with a sore elbow, from a bad crash the weekend before in Omaha. Tim Hart suffered bent or broken shift levers on his Yamaha both motos because of the track's deep berms. Jim Turner had a broken front brake cable catch in his front wheel and sent him flying, his Yamaha bouncing, and Terry Clark's Husky crashing over the mess. ●

Results

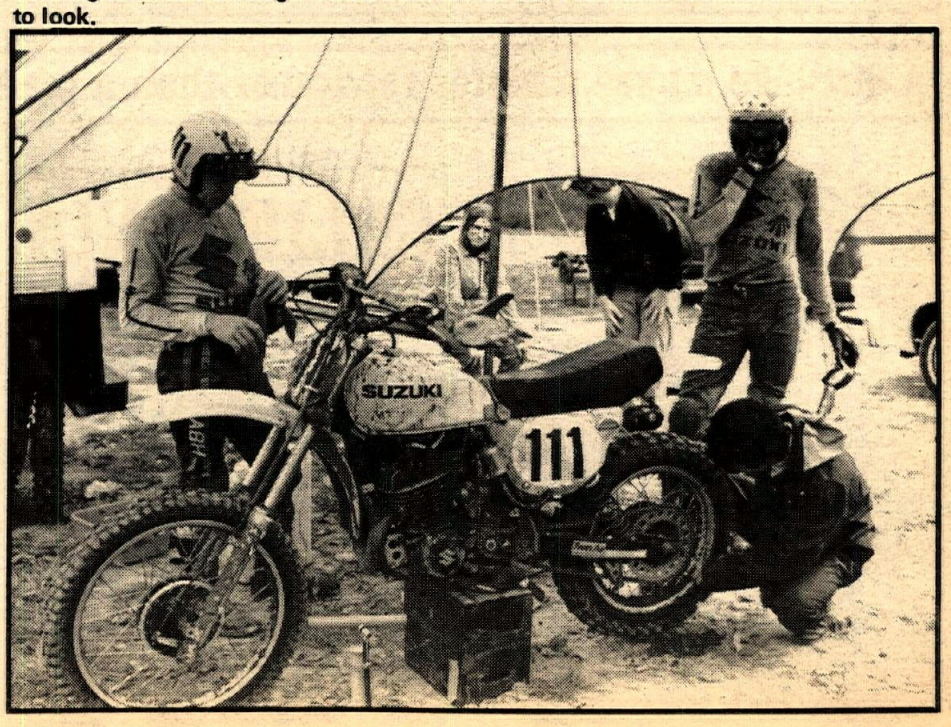
500cc INTERNATIONAL: 1. Roger DeCoster 1, 1 (Suz). 2. Gerrit Wolsink 3, 4 (Suz). 3. Tony DiStefano 5, 3 (Suz). 4. Kent Howerton 4, 5 (Hus). 5. Marty Smith 2, 7 (Hon). 6. Brad Lackey 9, 6 (Hus). 7. Marty Tripes 7, 8 (Bul). 8. Jimmy Weinert 8, 10 (Yam). 9. Pierre Karsmakers 11, 9 (Hon). 10. Koji Masuda 10, 12 (Suz). 11. Gary Semics 12, 11 (Kaw). 12. Jim West 13, 13 (Mai). 13. Gaylon Mosier 18, 14 (Mai). 14. Masaru Ikeda 17, 15 (Suz). 15. Peter Lamppu 20, 17 (CZ). 16. Tony Irwin 23, 16 (Bul). 17. Sonny DeFeo 19, 21 (Hus). 18. Jim Pomeroy 40, 2 (Bul). 19. Dickey Nowell 24, 18 (Pen). 20. Alan Hahn 25, 19 (Suz).

250cc SUPPORT: 1. Jimmy Ellis 1, 1 (C-A). 2. Mike Runyard 4, 2 (C-A). 3. Buck Murphy 2, 4 (C-A). 4. Rich Eierstedt 10, 3 (Hon). 5. Rick Burgett 3, 10 (Yam). 6. Mickey Boone 7, 7 (Suz). 7. Bob Rutter 8, 11 (Bul). 8. Tim Hart 15, 5 (Yam). 9. Ricky O'Brien 9, 15 (Hon). 10. Tony Wynn 6, 18 (Suz). 11. Denny Swartz 14, 13 (Yam). 12. Mark Stapleton 19, 12 (Bul). 13. Jay Clark 11, 20 (Yam). 14. John Ayers 16, 16 (Mai). 15. Don Kudalski 29, 8 (Hon). 16. Mike McIntosh 18, 19 (Suz). 17. Terry Clark 13, 24 (Hus). 18. John Kelly 17, 21 (Yam). 19. John Cambell 21, 22 (Mai). 20. David Byrd 22, 23 (CZ).

Jimmy Ellis coming home to roost — on the entire Support class.

Still top Americans in the series, Bimbo and Tony go 'round together for awhile.

Tending to details on Roger's bike between motos. Teammate Wolsink can't bear to look.



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National Jubilee Enduro

There's still something new in Lucerne

By Larry Langley

ANDERSON DRY LAKE, CAL., NOV. 9 — Checkpoints M.C., promoters of the only desert enduro with AMA National sanction this year, again upheld their reputation of putting on the best enduro in Lucerne Valley. The 126-mile run attracted some very good enduro riders from the north, including ISDT medalist Ben Bower among those in search of national points. Bower made a determined effort to add the Jubilee to his other Southern California National win, the Red Garter. Ben lost four points, which may or may not put him in contention for the overall win.

The first loop was billed as an easy "C" rider loop and it was. In fact it was too easy, according to the C riders I talked to. Larry Potter is about as close to the average C rider as you can get. Larry had the misfortune of a flat front tire on his 175 Can-Am at the five mile check but figured, what the hell? and just kept on riding. At the end of the 39-mile loop Larry dropped only two points and complained it was just a little too easy. The clubs are doing a good thing in promoting the "C" class, but the loop should be preparation for the day when the C rider receives the magic transfer ride and finds himself on the harder loops. I'd certainly not advocate a "killer" type loop but maybe include a medium to hard uphill or two and a couple of rock fields to test their mettle. Improvement better start while they are C riders, not when they are B's.

Rider instructions warned the C riders, to stay off of the second and third loops for good reason. They were tough, up to the national enduro standards. There were a number of good rocky gnarly uphills, tight canyons with rocky dropoffs, off-camber hills, and really just about everything you could think of to make the ride interesting and challenging. Speed averages at times were just about unattainable, but then the course would drop into a easy section, allowing the riders to get back on time. At least *some* riders. It wasn't a hare and hound type enduro; you had to have your timekeeping together or you found yourself surprisingly early.

The Checkpoints Club relishes scouting out little canyons in the back sections of Lucerne Valley, and delight in proving wrong the skeptics who say there isn't anything new to ride there. Smart riders had the foresight to mount new tires for the enduro, knowing there would be numerous uphills to contentd with. By enduro's end, those new knobbies looked pretty frazzled. Rocks do terrible things to rubber.

The only problem was one uphill canyon which turned into a bottleneck for most riders as the one line through got clogged with stalled motorcycles. It's pretty tough when laying out an enduro to forecast exactly what's going to happen, but since the second loop crew had to pile rocks at the bottom of a rocky ledge to ride up, this canyon they must had an idea. A free section

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There was but one classic bottleneck

Making silhouettes in the season's only desert National enduro.

Not recommended for C riders, the last two loops kept everybody on the pegs or on the gas.

PHOTOS BY TONY THE GREEK

would have saved a lot of problems and official protests to ponder over. Most riders were anywhere from one to 10 minutes late at the next check. The winner of the enduro will be determined by whether that check stays or goes by the wayside.

The third loop was much the same as the second. Tough, but if you had it all together it was possible to zero the loop. The nature of the layout was at times, you were two minutes late, but able to make it up before a check. The club could have placed the checks to catch the riders late, but laid them in so you had a chance to get back on time if you really wanted to. A couple of 30 MPH averages kept everyone moving right along because they were not on roads. In fact in a couple of places they took you right up into the hills on rocky trails, and that's really a bitch at 30.

One section stands out in my mind. The check was located at the top of a challenging hill. Naturally what goes up must come down, and down the riders came. Not a motor was stirring, except for Honda Trials Team Manager, Bob Nickelsen who was mounted on his trick TL-350 trials/enduro bike. One rider was bulldogging his bike down the hill and glanced over to see Bob *jumping* off of a big rock on his way down the hill at a moderate pace. That just plain blew him out. Bob did pretty good, with a top 10 placing pretty well assured no matter what they do on the bottleneck check. Bob's not known for his timekeeping prowess and freely admits that he navigated off of Team Honda's enduro riders Jay Tullis and Mike Adams.

The last secret check faked a lot of riders out. It was located about seven miles from the finish right on a dirt road in plain sight. It was so obvious that some riders thought it was just someone camping there and burned it.

After that check it was free territory all the way to the finish, but the club had one last devilish section for the riders. The course turned into the rugged hills which border Anderson Dry Lake and the riders had to make their way down a couple of more steep hills before the course came down at last next to the dry lake and turned in. Riders who circumvented and went straight in to the pits will be surprised to know there was an observation check located at a critical point to make sure that they stayed on course. Those who didn't will find their names in the results under the heading of "Disqualified".

At the finish, instead of receiving the traditional finishing pin the Checkpoints took each finisher's picture and plan mounting it on one's very own pin. Sounds like a neat idea to me. Hope it turns out OK. •

Desert hotline

PHOTOS BY DALE BROWN

Desert racers make tracks across the tracks just past the Desert Knights' home check.

Robbie Parma worked his way past Mark Zoller to take first Amateur at the Desert Knights' Hare 'n Hound.

Roeseler king of the Knights' round table

By Dale Brown

RED MOUNTAIN, CAL., NOV 9

After a couple of Number One plates in the Trailbike class, and several 250 class wins, Larry Roeseler put it all together to win the Desert Knights' Hare'n Hound.

Roeseler (250 Hus) was third to the bomb behind Ron Wright (400 Yam) and Cordis Brooks (250 Bul). The Knights ran the course up a tight uphill canyon immediately after the bomb, and spectators reported that the Amateurs and Experts looked like mass confusion, bikers all over the place. In contrast, the Novice passage through the canyon was quite orderly.

Wright led much of the first loop, until the course neared Trona Road, where Brooks surged by and led into the pits. In the pits, Roeseler got by Wright and started to chase Brooks.

The battle between Cordis and Larry on the second loop was fierce. Check personnel on the loop said that neither was more than a few feet ahead of the other. Out in the gulleys and the rock-strewn sandwashes they passed each other back and forth, having a great time. But by the time they hit check six, Brooks had a slight advantage. Shortly afterward the course went down a very steep sand hill, through a canyon, and then out for a fast run to the finish. Cordis had been running much of the second loop with a jammed throttle, the bike screaming wide-open. Going through the canyon it was too much and Cordis crashed. Roeseler flashed by and went on to win.

Back in the pack, Doug Winchell (400 Yam) had moved up to challenge Wright. Doug got by once, crashed, got by again and crashed again. The third time, down a sandwash, Doug made it stick. Coming out of the aforementioned valley, Winchell saw Brooks trying to get his bike started. While glancing at this scene, Doug lost the trail going too far to one side. Brooks got the bike started and took off for the finish. From the line they looked to be side-by side but Cordis got the nod for second, Wright ended up fourth.

Andy Kirker (250 Hus) was running fifth, but within 200 yards of the finish line Bruce Ogilvie (250 H-D) zapped him for third 250 Expert.

Jim Sumners (400 Yam) took seventh, just ahead of first Amateur Robbie Parma (400 Yam). Mark Zoller (250 Yam) had led the Amateurs on the first loop, but Parma got by about halfway around the second loop for the win.

Since transferring to Expert, D.C. Williams (Yam) often led the Division II class, but had never won. This time he did, but only after Jeff Kaplan (Hus) stopped on the second loop for repairs.

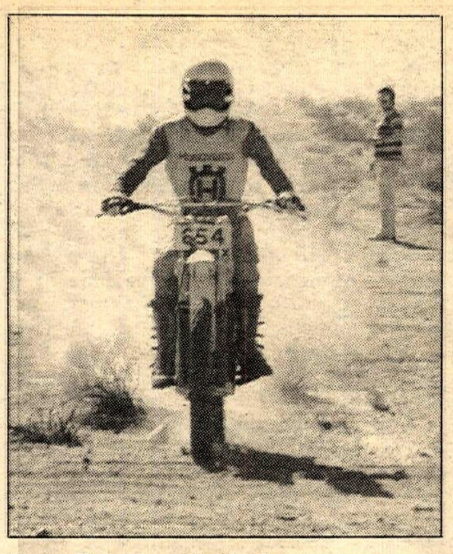
A four-stroke Honda led the Novices to the bomb, but the leaders came from the middle of the dust cloud. Gary Graham (125 Yam) had the lead by the second loop and he won, finishing a 117th overall. Fred Cole (400 Yam) finished second, a few positions back.

As per usual practice, Dawn Grant (Hus) won the Women's Division, far ahead of Marlene Ripple (Hon), an Amateur. Charles Hermansen (400 Yam) won the Senior Division, ahead of usual winner George Walker (250 C-A).

Comments about the Knight's course were wide-ranging. Terry Davis and Art Knapp thought it was the best thing they had ridden in a long time, but several Novices were disgruntled. Towards the end of the second loop a hill had gotten quite chewed up and it bottlenecked the Novices in the middle of the pack. The leaders reported a lot of variety and said the marking was very good.

Co-winner Rich Mark laps a Novice at the DRA team race.

JIM REED



Larry Roeseler gets the happy news that he's first.

Padilla/Mark take top DRA team honors

By Jim Reed

ADELANTO, CAL., NOV. 9

Benny Padilla and Rich Mark teamed up to take overall honors and the $200 first prize at the Third DRA Team Race, but it wasn't easy. Padilla (Yam 400) started the first of his 25-mile laps and led up to the smoke bomb where Wayne Garret (Yam 400) passed him through the first sand wash. Padilla then swooped Garrett as he took a bad angle through some rough terrain. When Garrett's Yamaha broke down, Benny found himself in sole possession of the lead. On the second loop Rich Mark ("Sweet Duck" Suzuki 370) took over for Padilla and built up a two to three minute cushion which they maintained for the remainder of the race. The work in the Padilla/Mark pit during the race was exceptional.

The Dean Miller (Yam 250)/ Mike Johnston (KTM 250) team took second overall ($100) and first in the 250 Expert class. After a frustrating five-kick start that left Johnston trailing Padilla, Garrett and Bill Conroy (CZ 400), he eventually captured second following Garrett's and Conroy's mechanical failures. Third overall went to Gordon Schmid and Jamie Avels, the Twenty-nine Palms Yamaha team.

John Gregory became a very popular figure after winning the first DRA Team Pool. Entry fee of one dollar permitted anyone to choose a number (1-100), John picked five and the resulting $100 paid for his gas and beer on a profitable weekend at Adlanto. The pool will only be used at team races for obvious reasons. (Ever try to sell a $1 chance on *all* of the numbers in DRA?)

Rick Starrett (CZ 250) just back from winning a class nine race in the Baja 1000, teamed with Ed Rodine (Hus 250) to take second 250 Expert. Ron Dugan (Hus 360) and John Dykstra (Yam 400) held off a pack of Amateur riders to take the number one trophy in the Amateur Open. Vance Schmid (Yam 250) after a "terrible start" playing catch up through the sand wash, took first 250 Amateur.

Chuck Fowler (Yam 400) and Sid Perry (Yam 400) fought off an assortment of relentless competitors to take the Novice Open Class. Marty Lee (Bul 250) and Neil Crane (Yam 250) outclassed Chuck Loyd (Yam 250) and Dave Jensen (Yam 250) to capture a well-earned first in 250 Novice.

In the Open Beginner's class it was two brothers Robert and Jim Biccum on Bultacos, who took first place honors home to Mom and Dad. ●

Unofficial Results in Results Section.

(Continued on page 32)

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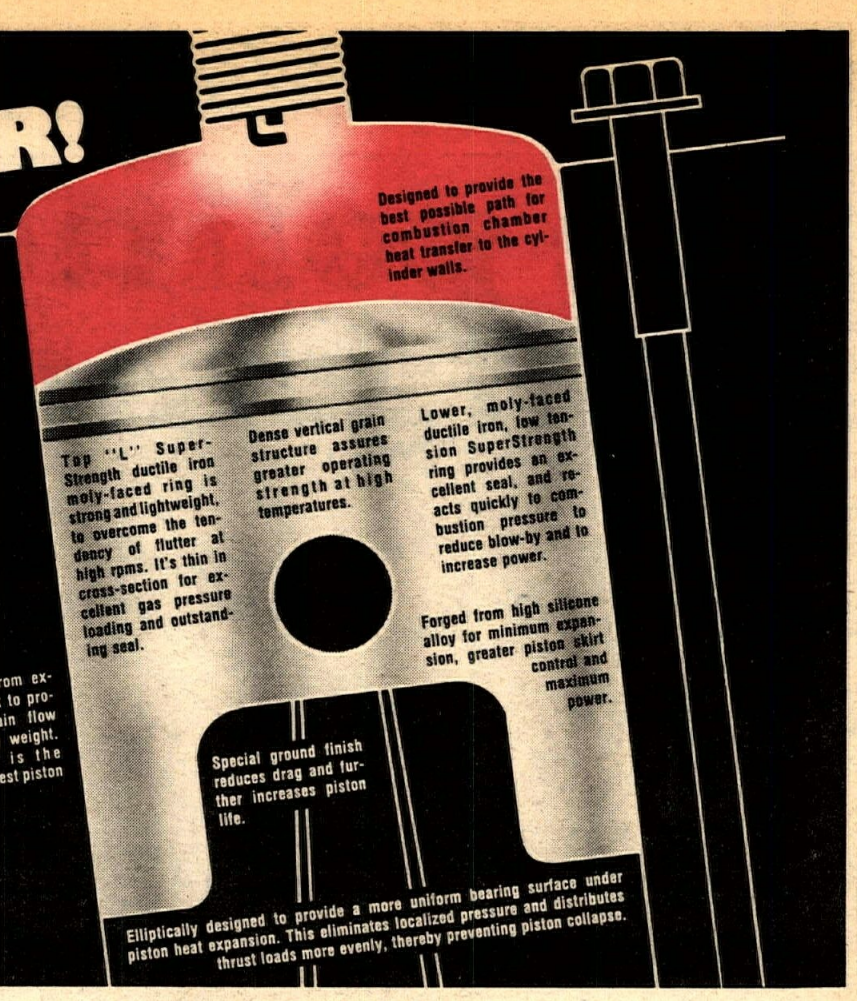

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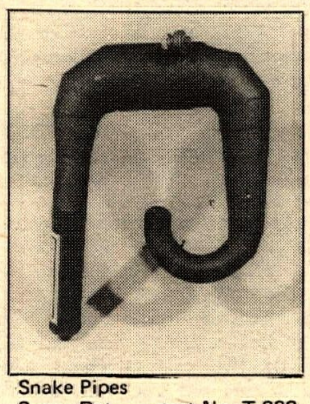

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Part IV

In which our boy asks the age-old question, "Is this trip necessary?"

With the ponderous brutality of a mill wheel, the machinery of government continues to grind, stripping its citizens of liberty by layers and grinding them exceeding fine. As predicted at the C.A.R.B. hearing, the Federal EPA has published its proposed rules for emission controls on motorcycles. But one of the numbers is a bit worse than predicted. First the good news – from January 1, 1978 to January 1, 1980 all new motorcycles must meet a sliding-scale standard as follows:

Under 170cc – 5.0 grams HC per kilometer (g/k)

170cc to 750cc – 5.0 g/k to 14.0 g/k, rising linearly with displacement.

Over 750cc – 14.0 g/k.

Now the bad news. The proposed limit for 1980 and after is 0.25 g/k. That's after the entire industry testified that it would be difficult, if not impossible to meet 1.0 g/k and survive. The C.A.R.B. took pity at that time and said "OK, fellas, 10 g/k in 1978, 5.0 g/k in 1980, and 1.0 g/k in 1983." What do you want to bet, now that the Feds have come out with this proposed standard, California will tag along and say 0.25 g/k also?

What's it all mean?

These bureaucrats, both in C.A.R.B. and in EPA, are playing a deadly cynical game with us motorcyclists in order to further their political and career ambitions. The 0.25 g/k figure wasn't plucked out of a hat. It was run up deliberately as a trial balloon because it matches the emission limit currently required for cars. It will give the bureaucrats the excuse to say to us, "Car drivers have to meet this limit, what makes you think you deserve special privilege?"

Then after they've had their shy little closed meetings with the motorcycle industry, and revised the 0.25 g/k figure back to 1.0 g/k or thereabouts, if we still resist, they will turn to the car people and say, "See, we compromised with these motorcyclists, and still they're not satisfied!" Nice dirty little game of political chess we've gotten into, huh? I predict mate in about seven moves if we allow ourselves to get suckered into playing the numbers game with them, *using the numbers they want us to use.*

So instead, I question: On behalf of car drivers and motorcyclists alike, is this trip really necessary? I have already been lectured by one bureaucrat on the necessity to make sacrifices. OK, let's assume I'm a dutiful citizen and can be persuaded to make any sacrifice if the goal is worthy. What am I being asked to do, and what is the sacrifice expected to accomplish?

Ask not what your bureacracy can do for you, but . . .

I am being asked to watch silently as one company (Honda) obtains a virtual monopoly position in the motorcycle market while all the other firms scramble like rats to avoid being banned from that market come January 1, 1980.

And the scramble has already started. Suzuki has dropped its road racing program, citing its need to concentrate on motocross and to free development resources for other projects. Kawasaki has dropped its road racing program, dropped the 750 H2 from its street bike lineup and introduced one new model – a four stroke twin. Yamaha began scrambling even earlier, cutting back their racing efforts last year and getting about a half-step ahead of their competitors in converting their two-stroke line to four strokes. The output from Yamaha so far, two rather neat new four strokes, one rather blah new four stroke, and a complete rework of the RD350 into a long-stroke 400 in what looks like a desperation bid to meet the interim standard before phasing the model out entirely. The RD250 is already dead.

The message in all this is that the money that used to go into racing and other good things to develop the kind of motorcycle that enthusiasts want, now has to be used mostly for kowtowing to the bureaucracy. Honda meanwhile has only to drop the MT125 and MT250 dual-purpose two strokes in 1978 and they're home free, free to race or not, raise prices or lower them, squeeze dealers or not, bring out new models or not, literally do anything they please in the market and still be in the best position to meet the 1980 standard. If they had achieved such a commanding position by their own efforts, they would now be in Federal court, answering to the Justice Department on several counts of anti-trust violation. But if they are handed the position on a silver platter by bureaucratic fiat, who takes the rap?

That's what we bikers are being asked to stand and watch happen without protest. What's the bottom line? I am told that the payoff for this sacrifice on our part is a three to 11 percent reduction in the tons-per-day emission of hydrocarbons by vehicles in the SoCal area, and an unspecified reduction elsewhere in the country. Now I say, hey wait a minute. What do these numbers mean? How'd we get sucked into this game in the first place?

The "logic" of smog

As nearly as I can tell, the logic of emission control centers about a problem known in Los Angeles and a few other localities like it as smog. We went along for several years not even knowing what caused it. Then researchers learned that a mixture of hydrocarbons laced with oxides of nitrogen and a little ozone, turned to smog in the presence of sunlight. Er, that is, it does so in a closed container. Now a natural mountain-ringed basin capped by a temperature-inversion layer in its atmosphere is a closed container. So in Los Angeles we got smog. Phoenix, which is a little Los Angeles in all respects, is not in a closed container and does not have smog. File that tidbit for future reference.

Here in Los Angeles, and other localities that live in closed containers, we are told that if we let the bureaucracy tell us what kind of vehicles to drive, we will be rid of the smog. Like a sick man in very real distress, we're desperate for a cure. (I know – I have to live in Los Angeles.)

So the politicians seized on our distress and began prescribing a cure. I think it began when Edmund Muskie, author of the original Clean Air Act, started saying we ought to cut vehicle emissions by some set percentage, say 50% now and maybe 90% later, then having run up those figures on the ol' flagpole, began jiggering them up and back in an effort to win the Democratic presidential nomination. He and the Democrats both lost the Presidency, but the numbers and the idea behind them got stuck in Federal policy. The bureaucrats are going to still allow us to jigger the numbers back and forth, but the prescribed surgery remains the same.

It's like the doctors telling a patient, "We're going to take out half your intestines and 75% of your stomach. It's going to cost you $30,000 and you won't be able to work for a year, but we guarantee that after you learn to live with a restricted diet we'll prescribe, you'll feel better." At least the patient (for better or worse) has the right to say, "Fellas, if I *don't* feel better, I'm gonna sue!"

Now I ask the lofty bureaucrats, when we've made every vehicle in the whole country run rotten and waste gas, when bikers and car enthusiasts have both had their worlds turned upside down, yet we still have smog in Los Angeles, who do I get to sue? You say I shouldn't doubt the efficacy of their prescription?

Hey, we've had emission controls on cars for seven years, and I'm presently looking out my window at a layer of stinking smog. You think slapping controls on motorcycles is going to make a difference? I live downwind of several refineries (one of the "privileges" of being poor) and every night at sundown, after visual monitoring becomes impractical and the APCD folks have gone home to bed, the air around our place starts to stink. My kid starts to cough and my wife and I wake up next morning, after a supposedly good night's sleep, feeling like the wrath of God. The APCD is just now debating whether they have the authority to shut the mothers down.

Want more reasons to doubt? I'm told that before the white man brought any motor vehicles here, the Indians called the place "Land of Smokes" or something to that effect. The Great Smoky Mountains of the east lie in a perpetual photochemical haze because, 1) pine needle scent is a reactive hydrocarbon just like engine exhaust, only more so and, 2) many of the mountain valleys are closed containers.

This summer the Midwest has had a horrible dose of eye-burning photochemical haze, caused not by vehicles but by acres of grain and an occasional belching cow, giving off reactive hydrocarbons under a freak inversion layer that made a closed container of much of the Mississippi River drainage area.

With these doubts, I accuse the bureaucracy of, a) making a Federal issue out of a local problem and, b) failing to nail down with sufficient accuracy all the sources of photochemical smog. Before I knuckle under to their smog controls, on my van or on my motorcycle, they had best answer these charges with something a bit more inspiring than "Do it because we say it's good for you."

Lane Campbell

M.O.R.E. from the CAPITOL

Mandatory helmet law

Wow! Were we ever impressed with the response to our request for financial help to send Ol' Russ back to Washington, D.C., to 'do battle' with the Feds during the September helmet hearings. Russ managed to keep his expenses down to $520.44 and we expected that, at the most, we might receive half of that amount from our request for help. As of October 20, we have received the staggering amount of $1,262.99 and donations are still coming in varying amounts, ranging from one or two dollars to $100 or more. It was a surprise to us that so many 'dirt-riders' and 'dirt-clubs' contributed so heavily to the 'anti-helmet fund'. Just proves that all motorcyclists need to, and are, recognizing the necessity of helping each other in times of crisis.

At the Washington, D.C., hearings, the State of California (including Representative Hannaford who spoke on behalf of the California Congressional Delegation) presented the position that California is a leader in

the field of motorcycle safety education, testing, and licensing. On that basis, California questions the right of the Federal Government to withhold highway aid funds for the purpose of 'blackmailing' the State into enacting legislation, when the electorate of that state rejected it on eight separate occasions.

We at the M.O.R.E. Capitol Office are indeed heartened that Governor Brown's Administration has so thoroughly researched this matter and has responded to the federal government in such a way as to reassure us that a person's individual rights are paramount, even with the threat of financial loss to the State. The next time you write to the Governor, please express your appreciation of his support in our behalf.

At the Washington hearings there were presentations by the AMA, the MMA, and by Chuck Clayton of Cycle News and Biker. M.O.R.E. was represented by Ol' Russ, who presented a series of statistics gathered from many states, supported by official documents from those states. All of these statistics point out that there is strong evidence that though the wearing of helmets may reduce fatalities from head injuries, there is an offsetting increase in fatalities from neck and spinal injuries. The M.O.R.E. position is that no one knows for sure that wearing a helmet at all times is more safe than wearing a helmet under certain conditions, as determined by the operator of the motorcycle. Therefore, motorcyclists should not be forced to wear a helmet at all times (or ever) just because some well-meaning civil servant thinks it is a good idea.

When the hearing was concluded, the hearing officers thanked everyone for coming, picked up the written material that had been submitted, and left the room. It is a far different situation than the act of lobbying at the state level where a vote is taken and you know on the spot whether you have won or lost. In Washington, D.C., you are just left standing there with your adrenalin hanging out. It boils down to the fact that we won't know the outcome of the helmet hearings until sometime around the first of the year.

Russ Sanford and Chuck Clayton had lunch later that day with Mr. Lew Buchanan, who is the 'Godfather' of the mandatory helmet law. Many questions were asked and answered, but three important facts emerged from the discussion:

1. The material gathered from the hearing, along with all of the letters, telegrams, mailgrams, and other data sent to the Docket Section, will be accumulated and presented to Lew Buchanan for his review. From that, Mr. Buchanan will make his recommendation to the Director of the National Highway Traffic Safety Administration, who in turn will make his recommendation to the Secretary of Transportation, who in turn has the power to withhold highway aid funds from the State of California.
2. When asked if he had any idea of what his recommendation would be, Mr. Buchanan answered to the effect that he had not yet seen or heard anything that in any manner changed his opinion that the wearing of helmets should be mandatory.
3. When asked whether he thought that the pending House and Senate repealers (covered later) would pass, Mr. Buchanan felt that these laws would not, because to do so would create a precedent that could then be applied to other subjects (For example, the federal government now has the authority to withhold education funds to states and municipalities that refuse to bus pupils).

One other item that just sort of 'emerged' was that if the NHTSA was no longer in a position to 'push' the mandatory helmet law, certain jobs would be abolished and this would probably include that of Mr. Lewis Buchanan . . . . . the same person who is going to review the information that has been submitted and then make his recommendation to his superiors. We couldn't help but draw the comparison to letting a bank manager audit his own books! What do you think?

Following his presentation, Russ Sanford was approached by a lady from the audience who asked for a copy of his presentation. She told Russ that 'her committee' had received a few letters from motorcyclists complaining about madatory helmet laws, and 'her committee' could not understand why, when all of the information that they had received (from the NHTSA and other federal agencies) made it appear that the helmet was the greatest thing since sin. She commented that Russ' presentation had offered the first evidence (or knowledge) that maybe helmets were not as safe as had been purported. When Russ expressed interest, the lady gave him her business card and briefly mentioned the function of 'her committee'.

Originally it was known as The Special Subcommittee on the Federal-aid Highway Program. It was established to monitor construction of the Interstate System, authorized by the Public Works Committee in 1956, to make sure the mandate of Congress was being carried out. The Subcommittee maintained a close and continuous watch on highway design and engineering practices, and this is still a part of the Subcommitte's activities.

However, in 1971, its responsibilities were broadened to involve the full range of the Public Works and Transportation Committee jurisdiction, in order to provide fiscal control and objective, in-depth information on every national program that comes under the heading of "public works."

Needless to say, the Subcommittee is always looking for factual material to help in carrying out its function. Anything you might have to back up cyclist claims that hearing and vision are impaired or that neck and spinal injuries increase with helmet use should be sent to Miss Martha E. Downie, Subcommittee on Investigations & Review, House Public Works and Transportation Committee, B-375 Rayburn House Office Building, Washington, D.C. 20515.

It seems that, almost by accident, Ol' Russ has located the office that we should have been sending our information to in order to have the true motives of the NHTSA (National Highway Traffic Safety Administration) examined. Miss Downie has made it quite clear that 'her subcommittee' is interested in facts and statistics – *not personal sentiment.* So, we are calling upon each of you to forward whatever information that you might have to Miss Downie at the address given above. Please do this at your earliest convenience, as the NHTSA will be rendering its decision by the end of the current year and we need to 'head them off at the pass'.

Helmet law repeal legislation

Currently, there are three bills before the U. S. House of Representatives (HR 3869, HR 6211, and HR 6918) which would prevent the Department of Transportation from the withholding of highway aid funds from states that fail to enact a mandatory helmet law. A similar law has been introduced in the U. S. Senate as S 2293. Senator Alan Cranston (one of California's two U.S. Senators) is a co-sponsor of S 2293. Senator Cranston has never before listened to what the motorcyclists have been telling him, on any issue, but he has really jumped on the bandwagon to work for the repeal of the mandatory helmet law. He has indicated that he is now of the opinion that there is too much 'big brotherism' and that he would like to start repealing some of these laws, starting with the mandatory helmet law. Senator Cranston had indicated the desire to work for

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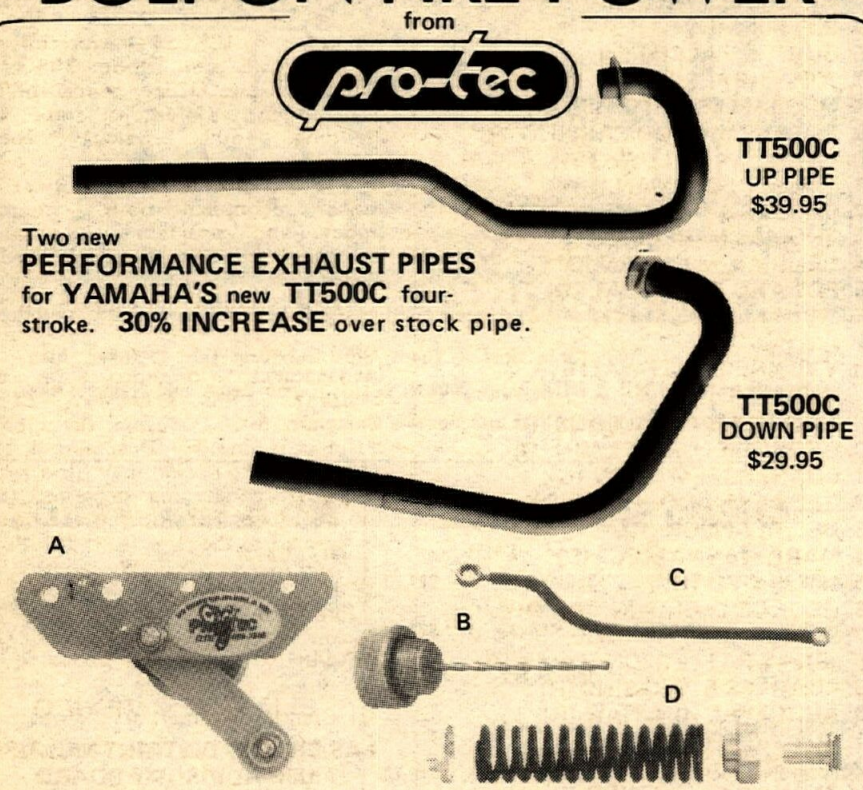

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us . . . . . now we are going to have to work for him to get these four pending pieces of legislation on the books. Using your M.O.R.E. Legislative Guide, write a letter to your U.S. Senators (Tunney and Cranston) and a letter to your U.S. Representative asking them to lend support to HR 3869, HR 6211, HR 6918, and S 2293. *Do it today!*

Also . . . Write a letter to Senator Jennings Randolph, Chairman of the Senate Public Works Committee, Suite 420 Senate Office Building, Washington, D.C., asking for his committee's support of S 2293. Then write a letter to Mr. James Howard, Chairman, Subcommittee on Surface Transportation, House of Representatives, Washington, D.C., 20515, asking for his committee's support of HR 3869, HR 6918, and HR 6211.

M.O.R.E. Chapters

Several years ago, we presented the idea of county-wide M.O.R.E. Chapters to the M.O.R.E. membership for their consideration. The purpose was twofold:

1. To establish an effective and immediate means of communication between the Capitol Office of M.O.R.E. and the motorcyclists. This can be done through the reverse-pyramid system of telephone calls. One call from Sacramento to one individual in an area, will in turn generate several telephone calls to persons who in turn will contact several more persons by telephone, until the word has reached all concerned motorcyclists in the area.
2. To provide 'grass-roots' involvement. Examples would be attendance at City Council meetings and Boards of Supervisors meetings on matters of local interest to motorcyclists. City and County governments pay much more attention to the residents of their area than they do to 'outsiders' coming from Sacramento.

In view of the ever-increasing controls and regulations, as well as land-use prohibitions, at the local levels, it is now imperative that such Chapters and local action be initiated.

Kathy Hayes, wife of desert expert Bob Hayes, has been actively undertaking the establishment of M.O.R.E. Chapters in Southern California. Already started, and becoming very active in local land-use and desert-use matters, are the Orange County M.O.R.E. Chapter and the San Fernando Valley M.O.R.E. Chapter. We are going to move ahead quite rapidly to develop such local chapters in all of the areas of California where bikers are encountering problems. These chapters can become very effective in influencing the legislative votes of both their State and Federal representatives. Both road riders and dirt riders are encouraged to take an active part. Motorcyclists in the counties of Los Angeles, Kern, San Bernardino, Ventura, Orange, Riverside, Imperial, San Diego, and San Luis Obispo should contact Kathy (Mrs. Bob) Hayes, at 1523 Fifth Street, San Fernando, CA 91340, telephone (213) 361-8530 for assistance. Motorcyclists from other counties should contact M.O.R.E. (916) 444-6680 for assistance.

Russ Sanford

FREE WHEELING

Is there any doubt that motorcycling as we know it is in trouble? If all that could happen to us did happen to us, we'd have the desert closed, the national and state forests closed, most of our motorcycle parks (supposedly our own private areas) closed, leaving practically no place to ride off-road. On-road we'd have two strokes outlawed, anything that makes over 80 dbA exhaust noise outlawed, mandatory lights-on, superbikes, choppers and cafe racers either banned outright or harassed into oblivion, and of course mandatory helmets on our heads with the Feds looking for new worlds to conquer.

What I'm driving at, is if we all go boogying along with business as usual, very soon it's not going to be very much fun any more. For any of us, regardless of what we ride.

One point that we've been trying to make throughout this issue is that bikers are not powerless. The system that does us in also provides us with the means to fight back. Most of us have shunned the system with reason, making our own way on our own terms and taking the consequences, good or bad. For most of us, the die was cast while we were still in our teens and we've carried on throughout our young adulthood.

I know you're out there. Maybe you cut your teeth on a Super Hawk, discovering low bars and earholin' through the hills long before "cafe racer" became a buzz-word. Maybe you got blown off one day by a Metralla and just had to have one. You got one, loved it, rode it hard, got laid off, sold it and couldn't afford another one. Then when you had money there were no more new Metrallas, though you heard maybe somebody in this country might build a fast road single again. But they didn't, and now the word is out on the street two strokes and the few remaining Metrallas, Dianas or Velos are vanishing into the hands of collectors.

Maybe you cut your teeth on dirt – even got sucked into a Honda CL77 or a Yamaha Big Bear because they had high pipes and looked bad. You got blown off by a Bultaco again, more than likely, so you got a Matador or a Metisse or a Pursang and went from there into enduros, into trials, into motocross, changing rides as the machinery got better and the Japanese manufacturers entered the game in earnest. But something was happening. As you got more and more money tied up in sophisticated machinery you found fewer and fewer good places to ride. Now the word is out that environmentalists hate us and want to make us extinct.

So here you are, pushing 30 (or 40) and you take your kid to a motorcycle show. You say, "See that Metralla over there? Your Dad used to ride one of those . . . Maybe if you're good I'll get you a skateboard for Christmas, before they outlaw skateboards". Or maybe it's: "See that high fashion shopping center going up? Bet you wouldn't believe your ol' Dad used to ride motorcycles on that land, wide open. And there was a downhill so hairy . . . Maybe if you're good we'll go hiking together up in San Gorgonio, before they tell us there's no more room . . . "

Is that the way you're going to let the story end? You've come all these years refusing to play their games; you've had some good rides and some bad falls along the way, but on balance, it's been too good to end with a whimper. So now, while you're too old to race with the teenyboppers and too young for the Old Timers' class, how about taking time to learn how the game is played.

You may think, "Who am I, a maverick motorcyclist, what can I do?" To the bureaucrats and the polls, you are John Q. Citizen, age 30-plus, married, 1.3 kids, a part of the most numerous and influential population group in the country. So learn the ropes, raise your voice, and make yourself heard. Preserve the joy you've known for your kids and your kids' kids.

Remain silent, and the "Street Without Joy" will not be in Vietnam. It will be here.

Lane Campbell

POLITICAL HOTLINE

Yes, we gathered all that political crap that you'd rather not read and got it together in one section that you'd rather not read. Trouble is, what's happening here is going to happen whether you choose to ignore it or not. And the more you ignore it, the more it's going to happen.

What's in here? Bulletins of pending government actions, meeting notices, bits of news and advice that are too long for Papa Wealey (Ol' boy's attention span is rather short; he's getting senile) and too short for a full-fledged column. It's open to you. If you're working your buns off for the good of the sport, let us know it, what you're doing, what your problems are, and blow your horn when you win a round. Public meeting coming up in your area? Don't just assume we'll know about it; drop us a notice. Mark the stuff for Political Hotline and help us get the word out.

Where to go and whom to call

Beginning on Page 23 is a legislative reference pullout on California. Our thanks to the staff of Assemblyman Paul Carpenter for getting us the material to put in it: the names and addresses of all our state legislators along with the maps to help us find who represents us in our home areas.

To get a similar package together for each state in the Cycle News West reading area is our goal, but to do it, we're going to need some help. This is a straightforward plea for riders in other states to gather up similar information so we can run reference sheets on your area. First one to get us a package on Oregon or Arizona gets their name in Cycle News, a Biker pin and tons of thank-yous.

What's it all for? Because for every Sierra Clubber or bureaucrat trying to do us harm, there's maybe five or 10 bikers sitting on their thumbs, saying, "Duh, I'd write a letter but I don't know who to write or where." In short, your own ignorance is our worst enemy.

Where's the industry and why aren't they helping?

If there's anything that's keeping individual bikers from really getting off the dime and getting politically active, it's the forlorn hope that someday the motorcycle industry will see how much of a bind it's in and magically appear with tons of money backed by hordes of lawyers to save us all. Forget it.

Look at the track record of the auto industry. Here is a near-monopoly business controlled by four giant firms that one way or another used to provide one in every seven Americans with a job. Here were a bunch of executives who belonged to the same clubs and sipped the same martinis who could, by acting together, literally shut this country down had they seen reason to do so. When faced, nearly 10 years ago, with Federal regulations that were going to add hundreds of dollars in inflationary costs to each vehicle, make every car run positively rotten, and blow the average leadbarge's gas mileage (already horrible) completely to hell, they had reason to fight. But they didn't. Maybe at the time they were too heavily into defense contracting for their daily bread. Maybe there was nobody in their heirarchy with foresight to see that sooner or later their captive customers would rebel against paying more and more for cars that did less and less. But they didn't, and we're all paying the price today.

By comparison, look at the motorcycle industry. Here is a business dominated by foreign firms who depend on the government's favor just to be able to import their product. Aside from that, their economic impact is miniscule compared to most domestic corporations. In short, they are scared of their shadows from the start, really afraid of any direct confrontation with an agency of the Federal government.

Add to that, the fact that they are up to their ears in product liability lawsuits. That's right, doctors are not the only ones being driven up the wall by the combination of ambulance-chasing lawyers and everyday human greed. One of the Big Four is said to have more than $2 million in outstanding lawsuits tangled up somewhere in the legal system. It so happens that when a product is covered under an industry-wide performance standard, the maker is less liable to lawsuit when some nerd misuses it. And if that standard is one imposed on the industry by government, the protection is greater than it is for a voluntary standard.

This has the motorcycle industry going to the government to say, "Oh please regulate us, but let us write the regulations." It is, to put it delicately, an awkward position — especially for the poor devils who actually have to play the game and still be held responsible to overseas management.

Get the picture? If we want to keep public lands open, fight helmet laws, keep emission controls from wrecking our field of choice and keep noise standards from getting out of hand, we riders are going to have to do it ourselves, with only token help from the industry. Whether we work through AMA, M.O.R.E., C.O.O.L., National Outdoor Coalition, A.B.A.T.E., MMA, SCMA, or on our own or whatever — it's our baby.

What happened in Oregon?

That's what we'd like to know. How did Oregon's Department of Environmental Quality (DEQ) get so far with their Chapter 340 noise control rules for the sale of new motorcycles. As reported earlier, only six brands of motorcycles were certified, as of October 14, for sale in the state after January 1, 1976. According to DEQ's standards, the "certified" motorcycles are those which meet an 83 dbA noise limit (a standard that apparently is written for testing at 50 ft.). Further, this limit will go to 80 dbA in 1977, 75 dbA after 1978!

Models accepted so far: Ducati 860 GT (!); Hodaka Road Toad; most models of Honda including the CR250M Elsinore (wonder how they got that down to 83 dbA); Moto Guzzi 850T, 1000 Converter; most Vespa models; and most Yamaha models, including the GTMXC, MX125C, and YZ80C. According to Jim Rockstad, General Manager of the annual Portland Motorcycle Show, the firms left out either have not yet responded to the DEQ's letters or can't meet the standard.

We note there is no exception for off-road bikes, only for "racing" machinery (more on that later). So far, the published certification list means no more BMWs, Bultacos, CZs, Can-Ams, Harleys, Huskys, Kawasakis, Maicos, Montesas, Nortons, Ossas, Penton/KTMs, Suzukis or Triumphs (to name the more obvious) can be sold or even stocked by dealers in the state of Oregon after the first of the year, under penalty of up to $500 per violation. According to a letter written by Loren Kramer, DEQ Director, this could mean $500 per bike *per day*.

We note also the presence of more than one motocross bike on the certification list for the two "biggies" that made the grade. Without regard to how the parent firms managed to get them certified to 83 dbA, there's no question as to the "why" once you understand the provisions of the race bike exemption.

In order to buy an uncertified (race) bike you and your dealer have to fill out and get notarized a DEQ application for exemption. In order to get your application approved, you must list the racing organizations to which you belong, up to five competition events you've entered in the last year, and up to five events you plan to enter in the coming year. The Department has 10 days after receipt to approve or deny your application. On approval, the dealer may then *order* your motorcycle. You can't even look at a Husky 250CR or a Pursang or an RM370 on your dealer's floor because he's forbidden by the law to display one.

So far, it appears that this regulation is going to have the same effect as many another government attempt to regulate a given industry: the giant corporations manage to somehow muddle through while the individually owned and operated shops are left to hang. If the Morgans and the Rockefellers were industrial pirates, what do you call a government agency that can at a stroke destroy market competition and hand a monopoly to a favored few?

Director Kramer concludes his October 30 letter to the industry as follows:

"We sincerely appreciate your concerns regarding the administration of the Oregon noise regulations and we hope that you understand that the goal of our Commission is to reduce the impact of the *number one noise problem* in Oregon."

Italics ours. It's disgusting.

CALIFORNIA CONGRESSIONAL DELEGATION

See map page 24.

DISTRICT
1. HAROLD T. JOHNSON (D)
2. DON H. CLAUSEN (R)
3. JOHN E. MOSS (D)
4. ROBERT L. LEGGETT (D)
5. JOHN L. BURTON (D)
6. PHILLIP BURTON (D)
7. GEORGE MILLER (D)
8. RONALD V. DELLUMS (D)
9. FORTNEY H. STARK (D)
10. DON EDWARDS (D)
11. LEO J. RYAN (D)
12. PAUL N. McCLOSKEY, JR. (R)
13. NORMAN Y. MINETA (D)
14. JOHN J. McFALL (D)
15. B.F. SISK (D)
16. BURT L. TALCOTT (R)
17. JOHN KREBS (D)
18. WILLIAM M. KETCHUM (R)
19. ROBERT J. LAGOMARSINO (R)
20. BARRY M. GOLDWATER, JR (R)
21. JAMES C. CORMAN (D)
22. CARLOS J. MOORHEAD (R)
23. THOMAS M. REES (D)
24. HENRY A. WAXMAN (D)
25. EDWARD R. ROYBAL (D)
26. JOHN H. ROUSSELOT (R)
27. ALPHONZO BELL (R)
28. YVONNE BRATHWAITE BURKE (D)
29. AUGUSTUS F. HAWKINS (D)
30. GEORGE E. DANIELSON (D)
31. CHARLES H. WILSON (D)
32. GLENN M. ANDERSON (D)
33. DEL CLAWSON (R)
34. MARK HANNAFORD (D)
35. JIM LLOYD (D)
36. GEORGE E. BROWN, JR. (D)
37. SHIRLEY PETTIS (R)
38. JERRY PATTERSON (D)
39. CHARLES E. WIGGINS (R)
40. ANDREW J. HINSHAW (R)
41. BOB WILSON (R)
42. LIONEL VAN DEERLIN (D)
43. CLAIR W. BURGENER (R)

Political happenings

Events listed in the new section at right will be meetings, rallies, fund-raisers, special elections, public hearings, anything that bears on government and our right to ride. Help us keep it full by sending notice of happenings in your area — don't just assume we'll know about it by magic.

BLM — CALIFORNIA

SUSANVILLE DISTRICT MULTIPLE USE ADVISORY BOARD

DATE CHANGE

Meeting changed from November 18 and 19, 1975 to December 4 and 5, 1975.

BLM — CALIFORNIA

FOLSOM DISTRICT MULTIPLE USE ADVISORY BOARD

Folsom District Office, 63 Natoma Street, Folsom, California on December 5, 1975, at 10 a.m.

Open to the public. Time will be made available beginning at 3 p.m. for brief statements by members of the public. Those wishing to make oral statements should inform the District Manager. Written statements may be filed for the Board's consideration by submitting them at the meeting or mailing in advance to Alan P. Thomson, District Manager.

BLM — CALIFORNIA

RIVERSIDE DISTRICT MULTIPLE USE ADVISORY BOARD

December 11, and 12, 1975, at the Holiday Inn, 300 W. Palmdale Blvd., Palmdale, CA.

On December 12, 1975, the board will meet in joint session with the Bakersfield California District Multiple Use Advisory Board for a briefing on the Draft Management Framework Plan for the El Paso-Red Mountain Resource Areas.

The meeting will be open to the public. Time will be available for a limited number of brief statements by members of the public. Those wishing to make oral statements should notify the District Manager, Riverside District, 1695 Spruce St., Riverside, CA 92507. Written statements may be submitted at the meeting or mailed to the Riverside District Manager at the above address.

Further info: Gordon Flint, PAO, (714) 787-1462.

BLM — COLORADO

STEERING COMMITTEE, NATIONAL ADVISORY BOARD

December 5, 1975 in Denver, Colorado, 8 a.m. to 4 p.m., Room 708 of the Colorado State Office, Bureau of Land Management, Colorado State Bank Building, 1600 Broadway, Denver, Colorado.

The committee will consider and make recommendations concerning policy and program issues to be addressed by the National Advisory Board.

Those wishing to make an oral statement should notify the Colorado State Director, Bureau of Land Management, Colorado State Bank Building, 1600 Broadway, Denver, Colorado 80202, before the close of business Wednesday, December 3, 1975. Any interested person may file a written statement concerning suggested topics for Board consideration at the meeting or by mail to the Director (230), Bureau of Land Management, Washington, D.C. 20240.

Further information: Mr. G.C. Hinton, Public Affairs Officer, (303) 837-4481.

BLM — NEW MEXICO

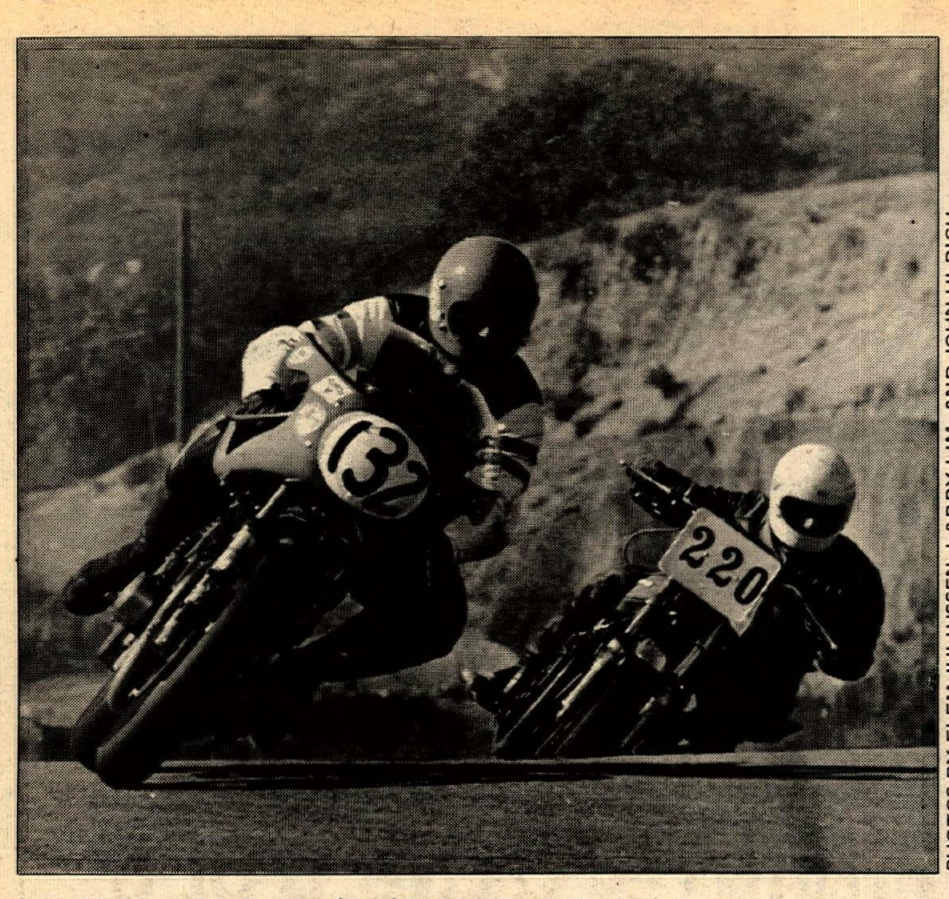
LAS CRUCES DISTRICT MULTIPLE USE ADVISORY BOARD

DATE CHANGE

December 3, 1975 at 9:30 a.m. at the District Office, 1705 N. Valley Drive, Las Cruces, New Mexico.

The meeting will be open to the public. Anyone wishing to make a presentation to the board or submit a written statement should contact William K. Barker, District Manager, Bureau of Land Management, Las Cruces, New Mexico 88001, (523-5571). •

Local hotline



Lance Weil leads Lee Fleming (Kaw) in Open Production. Moments later, Fleming had gotten by for the win.

PHOTOS BY FLEM JULIUSSEN, LARRY LIM, AND JOHN ULRICH

Production bikes head through Carlsbad's first turn. Jim Haberlin, David Breetwor and Peter Tsumra lead a host of others.

CMC RR: Can-Am wins

By T. Sanns

CARLSBAD, CAL., NOV. 2

A stock Can-Am T'NT enduro bike ended Killer DKW's domination of California 125cc Production class racing Sunday. The Can-Am easily won the class, clinching the CMC class championship for rider John Ulrich. Larry Lim, riding 26-time class winner Killer DKW, crashed after centerpunching second-place Dick Hewitt (Yam) on the third lap. Both Hewitt and Lim were well behind Ulrich when they collided in the entrance to an off-camber hairpin. Hewitt did not fall, but the incident forced Lim to DNF.

Lee Fleming won three classes on his Kawasaki 900: Open Production, Open 4-stroke GP, and Super Cafe. "The bike's finally handling right," said Fleming. "People are coming up to me and saying that I'm riding really well today. I'm not riding any differently. The motorcycle is just working now."

Darrell Lee was third in Super Cafe, behind Fleming and Lance Weil (Lav). Lee rode an RD350 Yamaha with racing slicks, beating a host of larger machines. Jim Haberlin (Tri 750) fought to pass Lee, but crashed when his bike's chain broke and locked the rear wheel.

Haberline came back later in the day to take second in 750 Production behind David Breetwor (750 BSA).

Flem Juliussen (Kaw) led 100 GP until the last turn of the first lap, where he crashed. David Emde (Hod) came from behind to win by a whole bunch, after passing Art Syslo (Yam) and Don Wicks (Yam).

Emde also won 250 GP, and took second in 350 GP behind James Vialovos.

Randy Riggs was knocked down by another rider in 250 Production, but picked up his Can-Am T'NT, put the torn-off throttle back on, and battled back into fourth place. Dain Gingerelli (Yam) won.

Eager for a rematch, Gingerelli and Riggs entered 350 Production on their 250s. This time a rider wheelied into Riggs on the grid. Last into the first turn, Riggs passed seven riders on 350s, and Gingerrelli's 250, in eight laps. The race ended after 10 laps, and Riggs was fifth, Dain Gingerelli eighth. Alan Gingerelli (Yam 350) won.

The Gingerellis credited their finishes, and Dain's clinching of the CMC 250 Championship, to tuner John Lassek.

Carlsbad is a most unusual road racing circuit. It uses a drag strip and some of the slickest, dirtiest, most crooked return roads on earth. The course has a well deserved reputation as a rider's course. If anyone can stay upright long enough to win at Carlsbad, they deserve their trophy. ●

Results in Results Section.

Maxwell, Elliot & La Porte top CMC Carlsbad

By Mike Yada

CARLSBAD, CAL., NOV. 9

Bill Rubly padded his points lead by taking second 500 Pro after Jennings ran into problems in the 500 and 250 Pro classes. Danny La Porte outran Mike Bell for 125 top spot, and Robert Elliot nailed down the 250 Pro win. Bob Maxwell traded off moto wins with Rubly to capture the 500 cash.

Jeff Jennings started the day off in his usual form – out front and pulling away, but his lead didn't last past the midway mark. Jennings fried his Bultaco engine, letting Maxwell by, with Rubly close behind. Rubly slipped around Maxwell to take the checkered first.

Maxwell cut down Rubly's lead within two laps, taking top spot from the ace Maico vet, cruising in for the overall. Sherman Schneller (Suz), from up north, sneaked to a third overall for the day on his RM 370.

CRT's Terry Turner (Yam) grabbed the hole position in the first 250 Pro go-round, but Jeff Jennings (Bul) and Val Tamietti (Mai) cut him off short in the first three corners. Jennings held the distance and Tamietti to take the first moto win. Robert Elliot got off to a poor start, but he berserked his Husky all the way to third before the moto's end.

Terry Turner again put it all together in the second round, leading everybody to the first corner, but this time John Petty zipped past to take over first. Scott Montgomery (Bul) gassed it by Petty before the end of the opening lap, and Elliot and Jennings were close behind. Montgomery soon had to forfeit his lead, as a slowly disassembling rear wheel slowed him off the pace. Jennings got Elliot at the bottom of the downhill to take over the lead, but a broken frame on the next lap gave it all away to Elliot. Tamietti cruised to second.

CMC Numero Uno, Mike Bell (Hon), led everyone out of the gate in the first leg of the 125 Pro action class. John Tessitore, riding a new Honda, zipped past Bell on the downhill, but Bell regained the lead within one lap and Tessitore dropped back into the pack. Meanwhile, Danny LaPorte (Fra) got by Dave Taylor (Yam) to take over second, and aimed for Bell. LaPorte and Bell thrashed it out, wheel to wheel. LaPorte finally edged by over the "little" drop before the uphill section. Bell stayed close, but was unable to get by LaPorte on the Franks wonder machine.

The last moto went off as the sun set over the Carlsbad hills. John Tessitore sailed out of the gate, leading Taylor, Bell and LaPorte, but he lost it after he went through the fence around the hairpin. He struggled to get the Elsie untangled as Bell and La Porte went by in a wild show for first. LaPorte swept past Bell, but the pair stayed exactly one second apart throughout the rest of the race. La Porte came out on top, taking an extra lap at the end of the second moto. Bell collected a solid second and Dave Taylor went home with third place cash. ●

Results in Results Section.

CMC 250 Pro winner, Robert Elliott. (No, he's not going to drop it, those lightning flashes on his helmet protects him from all harm.

MIKE YADA

Cooke's D-37 thrill show

By Denise Beardshear

SIMI VALLEY, CAL., OCT. 19

Only Allan Cooke could miss the start of his race and still win! He was still in the pits when the 250 Pros took off, but he maneuvered his new Bultaco through the ranks and was leading by the fourth lap. He's certainly smoothed out since he earned the nickname "Crasher."

But it was Joe Root (Oss) who took the holeshot with Cooke right on his tail. Root held him off for five laps, but Cooke tried to slip by at the bottom of the big downhill. In his eagerness, he was too radical, overshot the berm and crashed. Allan didn't give up though. He started repassing riders but landed so hard going over the jump that he blew his rear tire! This left the win to Root, with Paul Thede (Suz) in second.

In the combined 500 Amateur/Expert division, Amateur Mike Smith (Kaw) pulled the lead only to overshoot the third turn and watch everyone else go by. Lanzarone (Bul) took over the lead with Joe Suebert (CZ) in second. Meanwhile, Jim Connolly (Bul) was working his way up from the middle of the pack to take over the lead. Jim then developed his usual share of bike problems (he forgot to tighten down the top of his carburetor) and dropped back. Don Cheney (Yam) came through for the overall win, with Suebert in second.

Darren Penrod (Yam) put in a very impressive second ride as a 125 Pro, having moved up from the Mini class. He won the second moto, after having unlapped himself after a fall in the first moto. Connolly moved up to challenge Louis Darling (Hon) and Penrod, but his bike just wasn't pulling Valley's steep uphill. In the second 125 moto, there was a slight communication gap between the starter and the gate puller. When the card went sideways, so did most of the bikes! One guy jumped the gate and very embarrassingly, got stuck on it. It looked like it scared him more

than if he'd fallen. The restart wasn't too smooth either, and Mike Beanway looped his Suzuki as a result.

Twenty-one women showed up for the Starters' race, and as usual it was Johanna Stenersen (Yam) and Sue Fish (Yam) out front. Johanna crashed in both motos leaving the win to Fish. Rhe Gliemi (Hon) was running third (and first Amateur) until she collided with Cheryl Acres (Hon) – both went down. Among the more impressive rides was turned in by Novice Penny Miller; she beat some of the fast Amateurs. It's likely that she'll be bumped to Amateur as a result. Linda Stinebaugh came in second Novice and Chelle Blythe topped Kim LaVigne for first Amateur. All-in-all, the ladies were turning especially fast laps . . . in especially good form! One male spectator theorized that it must be the tight leathers . . . less wind resistance! ●

Results in Results Section.

Nichols returns to win at 395

By Phil Carpenter

ADELANTO, CAL., OCT. 19

Mike Myers won the 500 Open TT and Steve Nichols won the 500 Expert half mile at 395 Cycle Park, but it wasn't easy. With Dave Johnson, Bob Sanders, Earl Roloff, and Eddie Lawson eating their dust, it was a pair of action-packed main events. Eating their dust was *right* when the ignition went out on both water trucks. A tip of the helmet to the understanding riders.

Shawn Leipold didn't do too badly either when you get right down to the way he took on the hot 750s mounted by Mike Laney, Roloff, Gary Evans and Albert Renz – and won!

Wally Byers' Yamaha outhorsepowered Larry Orr's for the 500 Novice TT win with Chris Blair moving in for a close third. Putting hard-driving Orr back into second on the half mile was Bultaco mounted Gary Pettis, setting the example for son Shawn to win the 100 Novice TT main.

Bobbi "Go-Go Girl" Hunter held off hi-desert hotshoe Scott Thurlow in 250 Novice TT action but DNF'ed half mile. Thurlow took the half mile.

Dylan Neihart held school for the newly graduated Novices in the 250 Amateur and 125 Amateur classes and took all the cash. ●

Results in Results Section.

Better course, bigger crowds at 395 MX

By Phil Carpenter

ADELANTO, CAL., OCT. 26

Close competition initiated the new MX course at 395 Cycle Park. One hundred racers found another mini-mountain and a 60 percent new course that shifted the sands to the shoulder.

The Antelope Valley Aces dominated the little guys with mini winners Rick Hemme and Kelly Marriott starting the action. In Mini-mini Beginners it was pint-sized Bubbu Shingler taking two firsts and a second for Apple Valley.

Graduating to Novice with their Beginner wins was John Mazzei flying over the 100 Novices, Mike Clark in 125 Beginner action and Ken Blair doing a patriotic win for George AFB in 250 racing.

Alan Hoover had the 125 Novice trophy in his pocket till Lady Luck deserted him in the last moto, giving Jim Grover the chance he needed to cash in a third spot for a first overall. Steve Scalzo's Husky took the last 250 Novice moto but it wasn't enough to take the overall win from CZ-mounted Jay East.

JENSEN & CRANKE WIN BAJA 1000 125 CLASS

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PENTON RIDERS SNARE 6 of 8 U.S. GOLD MEDALS 50th ISDT!!

Jack Penton top U.S. rider

The Golden Jubilee ISDT was indeed a banner year for Penton sportcycles.

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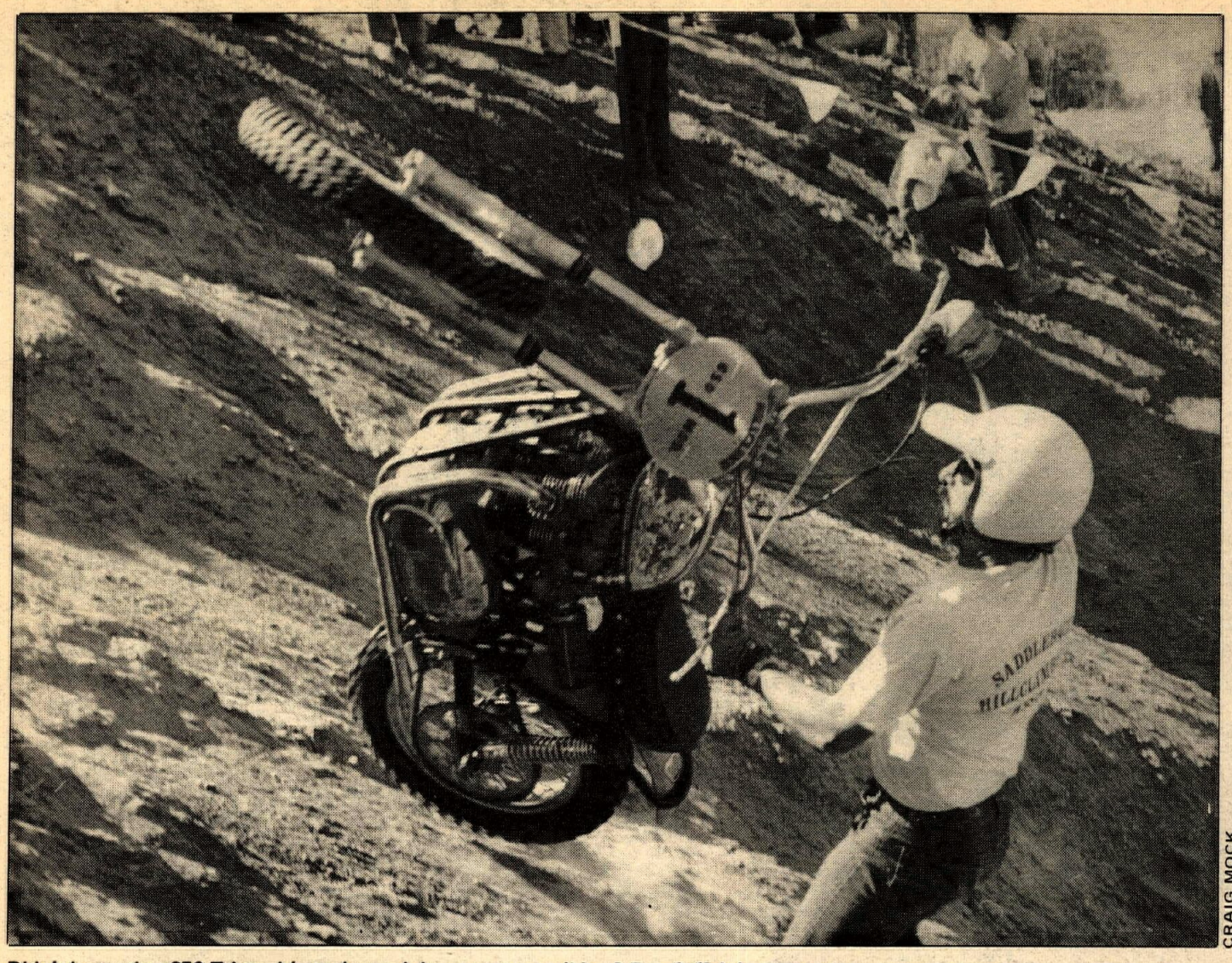


CRAIG MOCK

Didn't know that 650 Triumph's made good dance partners, did ya? Ron Seffel demonstrates.

Amateurs Steve Davis and Tim Abernathy won the whole thing in 125 and 250 classes with three firsts aboard Hondas.

Mike Biddington and Gary Praster had three points each when the green flag fell on the 125 Expert third moto, but Mike's Yamaha got the edge off the line for the win. ●

Results in Results Section.

Peterson yodels over the Matterhorn

By Ann A. Powell

ORANGE, CAL., OCT. 26

The Saddleback Hillclimbers' Association got the fall portion of its hillclimbing season underway on the Matterhorn at Saddleback Park. After a four month shutdown, nearly 100 riders came out to challenge this hill.

Four months of neglect had done little to make the Matterhorn gentle. From six to 10 inches of soft dirt covered the trail, keeping speeds down and halting forward momentum. Only six riders managed to make it over the top in the first round of competition. Smallest of these was a 250 Bultaco ridden by Wes Evans, who has built a reputation for doing the impossible over the past few months. Fellow Bultaco rider, Doug Hall, also managed to take his 250 over the top, but not until the second round.

Some of the most exciting action of the day came when several riders managed to get their front wheel over the crest of the 500-foot hill, but hung up in the middle. Although footage is scored by the front wheel's high mark, an over means both wheels must crest. This left several riders with the dubious distinction of scoring higher than the 500-foot high mark and still not getting an over.

Ed Shaver, who had gone 503 feet in the 500 Modified class on his Yamaha, came close to a disqualification later because of some very excited, new fans. Riding a 750 Triumph in the Open class, Shaver once again got hung up on the top. He was still over his bike and the engine was still running. Some helpful fans rushed from the sidelines to give him a "hand" in getting the bike over the top. It took plenty of shouting by officials to get them off the hill and give Shaver the time he needed to finally work his bike over the top and keep him in competition. Shaver went on to take first place in both the 500 Stock and Open classes.

With only two small bikes over the crest, spectators soon decided that today the Matterhorn favored Open class bikes. But when all the runs had been completed, it was a stock 400 Maico, ridden by Kerry Peterson, that carried away the top eliminator trophy.

The 'Horn will change greatly in the next two months. The November climb will move to the Hill-in-the-Hole, and it will be late December before the 'Horn is once again challenged. By then there should be some rain and everything will be different again. ●

Results in Results Section.

Ogden strikes twice at AMC Carlsbad

By Mike Yada

CARLSBAD, CAL., NOV. 2

Gary Ogden and his RM Suzukis painted Carlsbad yellow by taking both the 250 and 500 Pro classes with his fast and smooth style. Gerald Stewart came out on top in 125 Pro action with a three-two score on his Yamaha mono.

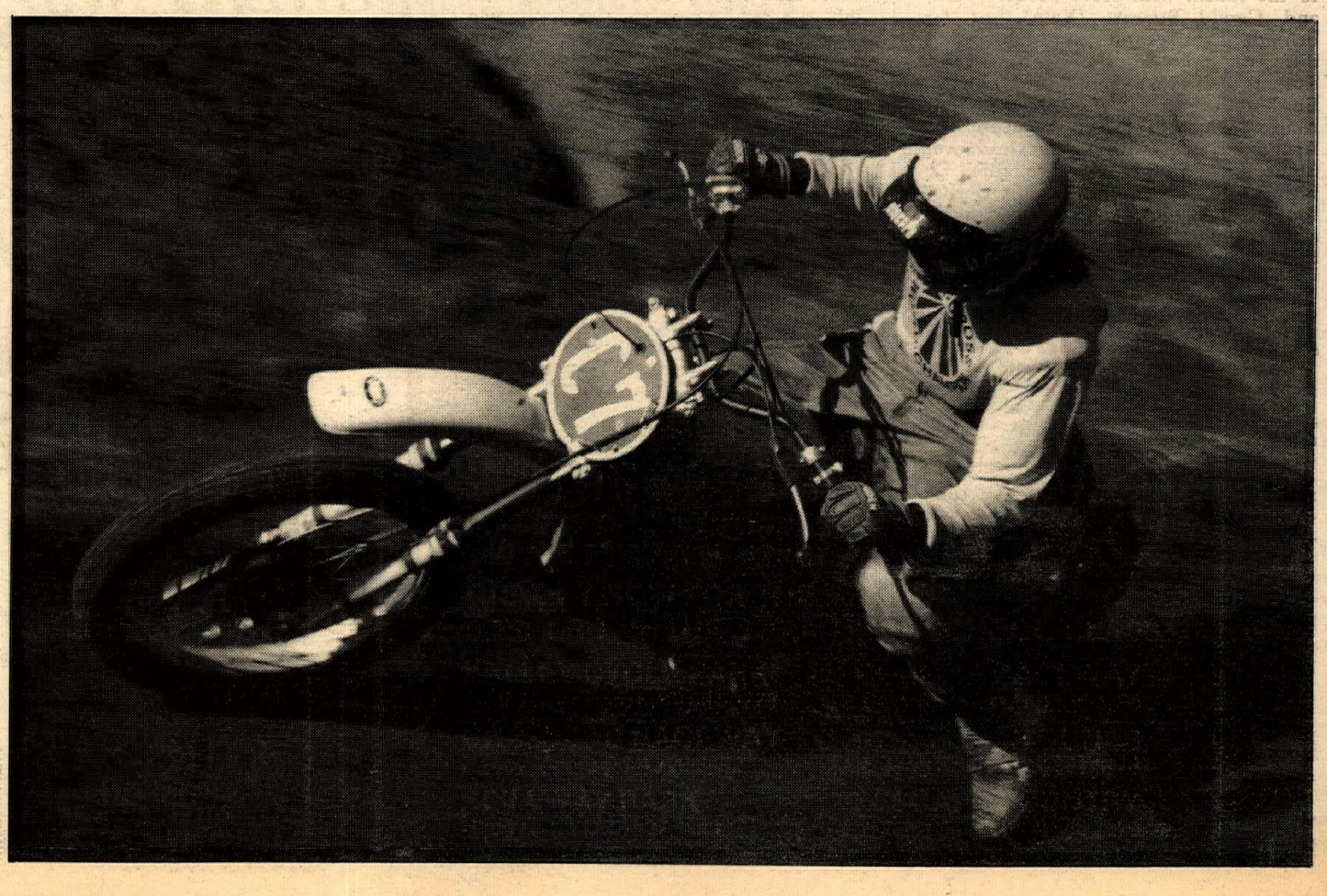
The Open Pro class got the day off to a start with Ogden already in the lead, followed by Jeff Witherell (Mai) and Mike Foreman (Hus). Foreman zapped Witherell within the opening lap, trying to get a shot at the leading 370RM. But Ogden had put a large margin between himself and the rest of the 500s; until the ninth lap when Gary stalled out just before the score tower, giving Foreman and Bob Cheever (Yam) enough time to get by. Foreman finished off the moto in front, with Cheever far enough ahead to hold off Ogden.

The second moto belonged to Ogden, as he left everyone behind to wonder where he took off too. Foreman ran into some trouble, getting off poorly from the first lap, but was able to work up to third spot for second overall. Martin Baker (Mai) took second spot in the final for third overall.

Ogden made both 250 Pro motos look much like the final 500 moto. Gary grabbed both holeshots and turned them into runaway wins. Meanwhile, the action went on in the first moto. Behind Ogden was Jeff Szueber (Yam) and Jeff Matthews (C-A), with FMF's flyer, Mark Tyer, in pursuit in fourth spot. Tyer soon got by Matthews and moved up on Szueber. Tyer fell at the top of the uphill, letting Szueber free to take care of second spot.

While Ogden sailed in front of the second moto. Tyer and Tamali Smith (Kaw) had a short dice going for second. Tamali took a mean tumble coming over the "horseshoe" jump/corner, getting out-of-shape on the monstrous bumps. That left Scott Miller (Yam) to sneak

Gary Ogden took a pair of Suzukis to a pair of wins at AMC Carlsbad.



MIKE YADA

DANNY RAYMOND

Rich Thorwaldson, also known as Thor, the might God of thunder, makes like lightning at AMC Saddleback.

past to third spot. Ogden collected up his share of the winnings, while Miller stayed consistent with a three-three score to net himself second place cash. Chuck Rouse (Hus) put his steady pace to work, as he nailed down third cash with four-four finishes.

Don Turner (Yam) took command of the first 125 Pro moto, taking his lead to the finish, with Steve Gerber (Yam) and Gerald Stewart (Yam) not far behind. The second moto showed a different side to the whole scene. Turner had his share of problems, finishing off in 10th spot, which left Nelson Whitehill (Yam) to score the final moto win with a large lead over Stewart and Gerber. Stewart tallied his high finishes for top cash, while Gerber took second. Whitehill grabbed third after tossing his chain in the first moto, and winning the final. ●

Results in Results Section.

AMC Saddleback

By Danny Raymond

ORANGE, CAL., OCT. 26

"Radical" Rich Thorwaldson swept the Open Expert race without any problems. But for Tag Turner and Mark Rodman, the wins didn't come so easily.

Racing started out with Maico-mounted Thorwaldson leading the pack into the first lap. Hot on his heels were Ray Topham (Bul), Martin Baker (Mai) and John Hateley on a new RM 370. Right away, Thorwaldson pulled awy from the pack leaving a good battle in second between Topham and the hard-charging KTM of Craig Adams.

In the second moto Thorwaldson wrapped up the overall by leading the pack from start to finish. Again Hateley, Topham, Adams and Bragg were left to settle into the pack. Topham slowly moved himself into a comfortable second. John Hateley overcame his first moto DNF by hanging on to third at the flag.

Meanwhile, in the 250 Expert class, Richee Collins had problems with his Maico after he had led for the first few laps. Topham pushed his Bul into a short lead until it also went sour. This left the lead open to Mark Rodman (Kaw) as he rode in for the first moto win. Sunshine Yamaha's Scott Gilman came around for a second and Maico-mounted John Petty finished third.

Rodman pulled the pack into the first turn followed by Collins, Scott Miller (Yam), Kelly Callaway and Gillman. Rodman led very few laps before he got in trouble and dropped to third. Miller led for awhile until he again DNFed, putting Collins way out in front for the rest of the moto. Gilman held onto third while Rodman took the overall.

Bob Welch, aboard a D&G Honda, grabbed the holeshot of the first 125 Expert moto with Tag Turner (Hon), Larry Ripley, and Floyd Burke (Yam) all in hot pursuit. Welch held off Turner for a long seven laps while Steve Gerber moved his Yamaha into third. Jamie Oliver pulled into fourth at the flag ahead of Floyd Burke.

Again, Welch dusted the pack into the first turn ahead of Ripley, Vince Van Hook (Yam) and Kevin Callaway (Yam). About 30 seconds later, Turner came around the track, almost last, and going WFO trying to catch the leaders. Way out in front, Welch was making the mistake of taking it easy because each lap Turner was making up a lot of lost space. On the last lap, down in the canyon part of the track Turner put a good, clean pass on Welch and took the overall win. ●

Results in Results Section.

(Continued on page 42)

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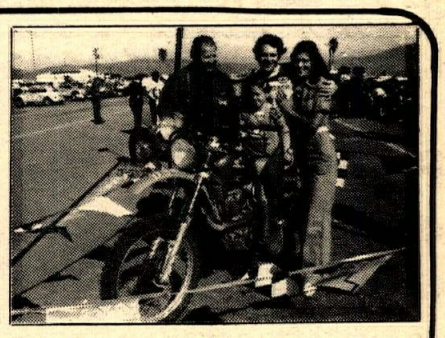

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CYCLE NEWS CENTE

PHOTOS BY ACTION OZ

Stacy Smith's holeshot is in jeopardy already as this 125 Support class boogies at Berthoud, Colorado.

SRAC State 250 Championship MX

By Action Oz

BERTHOUD, COLO.
Non-mild riding Bill Ferneyhough served notice to one and all, under sunny Colorado skies, that his wide open bazooka riding style will not hold him back in his quest to be the state's number one 250 rider. In both motos Bill was pressed by Gary Glasenapp on his Bul. In the first moto Bill didn't make any mistakes to take the checkered flag. In the second, the track had been watered just before the second moto and the Colorado hard pack became Colorado slick. Ferneyhough went dead in the slippery stuff into the sweeper which let Glasenapp by to take a seven second lead. Before the lap was over Bill had caught up and made his pass on the back section of the track. They swapped the lead three times before Glasenapp's tire went flat and that was all the young "mild man" from Colorado Springs needed for the overall. To Glasenapp's credit he ran a super race and half of that on a flat tire. He still rode it out to take a second in this moto.

The support class saw plenty of action as Jack Todd took both motos. It was the old story, however, as Stacy Smith got excellent holeshots in both motos only to tire halfway through.

All in all for this correspondent, who had never been to a motocross in Colorado, saw good, clean, hard racing. Being used to covering the wet Pacific Northwest, makes for a *little* difference when the sun stays out all day. ●

Results in Results Section.

AMA axes Lawrence!

By Dick Ainsworth

In a surprise move that shocked the midwest enduro world, the AMA has refused a national sanction to the Wheelsports MC of Lawrence, Kansas, and their annual Kaw Valley Enduro. The AMA received 14 applications for Midwest Regionally located nationals for 1976 and granted 10 (Lubblock & Odessa, Texas; Burr Oak, Jack Pine, Black Coal (Ind.), Potosi, Tulsa, Straight Arrow, Minn.; White River, Mich.; Rockford, Ill.).

The club was shocked, dismayed and bewildered over this sudden and unexpected action by the AMA, which became known on the shirt tails of their successful enduro national on September 21, just 10 days prior.

Jim Nidiffer, AMA Amateur Activities Manager, attended the October third weekly Wheelsports MC club meeting as he had preparational work in this area concerning the upcoming AMA National Amateur Motocross Championship set for October 12th at Baldwin, also organized by the Wheelsports. The only reason Nidiffer could give the club as to why the AMA refused the sanction was "this club needs to blow its own horn more" and "there is a lot of politics involved in getting any AMA National sanction." The AMA is satisfied with Wheelsports' past performances and high quality of events. ●

900 Honda fastest on Whitney Hill

By Diane Polley

WHITNEY, TEX., NOV. 2
After the riders voted to compete on Lake Whitney Cycle Ranch's 240 foot hill in the rain the hardy souls of the Texas Hillclimbers Association proceeded to stage an exciting climb. A common sight during much of the first half were riders digging mud from between their fenders and tires so things could roll.

As time neared for the big ones to go, excitement rose because Gary Chandler and Tom Hairston had some new equipment to unveil. Hairston had exchanged his 750 twin Triumph for a 1000cc Triumph triple and Chandler had his 900cc Honda four finished. Hairston took advantage of the fact that he could ride his in both the 1500 and exhibition classes but Chandler saved his for the exhibition and rode his 750 Triumph in the 1500.

Both of them had trouble at first but later in the day got things ironed out. Hairston had what was probably the fastest run of the day going on his last run when the gremlins of the hill struck and he ended up just inches from the top on the ground after a bad crash. One spectator commented that he thought Tom was going 40 miles an hour when he fell. (Big D Triumph of Dallas built and tuned this motor as they do most of the Triumphs running now.)

Chandler ruined Henry Polley's hopes of stealing the show with a stock 650 Triumph when he turned a time of 7.06 seconds with his 900 Honda. Glenn Stubblefield Cycles of Dallas helped build the engine but the hard work of making a hillclimber out of his Honda was done by Chandler himself. One fact

Bill Ferneyhough leads Gary (5) Glasenapp in Colorado's 250 Championship. Is there any doubt that he is a wild man?

that amazed people about this bike was the power of the exhaust, it could be felt with a good bit of force from at least 30 feet.

Cleve Martin finally seemed to be over his slump of the last several months. He has been working on his 360 Bultaco and after an unimpressive run the first round he made a near perfect run in the 500 class setting a time of 7.41 seconds.

Henry Polley also seemed to be back in the groove on his 650 stock Triumph. In the first round he tried a new starting place and did not have very good runs in the 1500 or the exhibition classes but he made up for it in the second half. The 7.27 seconds in the 1500 class was top time for a while and ended the day as first in the class. On his last run in the Exhibition class, after watching Chandler and the other big bikes go, he set a 7.09 second run for second fastest of the day and first in the class. He said, "I don't know how I went so fast." ●

Results in Results Section.

Whitney gets Jones-ISLO preview

By Dave Nielsen

WHITNEY, TEX., OCT. 26

Former National MX champ Gary Jones and Papa Don appeared at the regular fourth Sunday bash at Lake Whitney Cycle Ranch to test their developing Jones-Islo machine, but lunched the gears midway in the first Open Expert moto. Gary, himself rebuilding from a broken leg, escaped an early threat by Ricky Kidd (Hus) for the lead, but pitted several laps later after local Husky flash Nat Segovia took the point.

Penton ace Bobby Pickard, caught with his nylons down in the pits as the race started, returned for round two and led the field to collect heat pay, but Segovia was overall top dog at one-two,

Nat Segovia is the Husky flash at Lake Whitney's Trans-AMA pre-run.

DAVE NIELSEN

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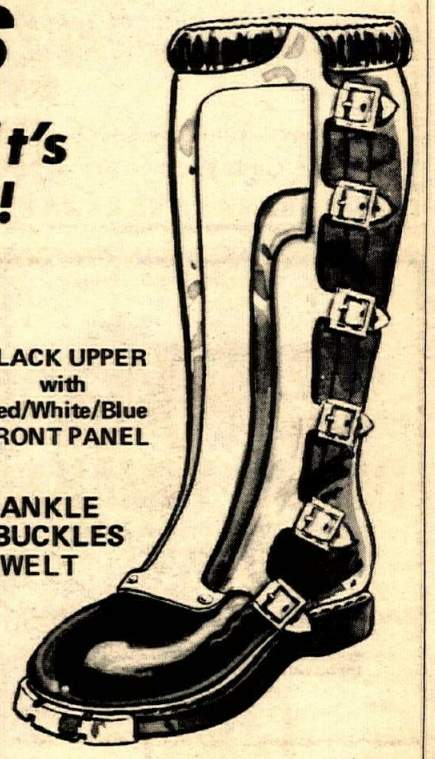

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CYCLE NEWS CENTRAL

DAVE NIELSEN

Wyman (41) Priddy and Bobby (42) Pickard lead the Mosier Valley 250 Expert charge.

Tex-MX rolls in reverse

By Dave Nielsen

ARLINGTON, TEX., OCT. 19

Riding Mosier Valley MX Park backwards failed to deter Wyman Priddy and Bobby Pickard from sweeping the Open and 250 Expert classes today, while Shawn Smith topped a wreck-strewn 125 Expert fracas. Priddy seems to be putting things back together on his new Bultaco ride after Kawasaki's dwindling budget left the pioneer Texas 'crosser without wheels. His clear defeat of Maico-powered Jody Foust in the Open class was anticlimactic, however, to the hectic chase of Cowtown wunderkind Bobby Pickard in the 250 rounds.

Pickard, aboard a Marzocchi-equipped KTM/Penton, extended his string of wins by leading gate-to-flag in while Kidd (two-three) took second ahead of a slimmed-down Robbie Blackmon (Mai, three-four), who's on a rough comeback trail.

Pickard outclassed the 250 Experts two straight (again), with the scramble for second going to Kidd (three-two), who bettered Segovia's two-three marks. Dickey Turbo's come-from-behind fourth in the first moto was for nought, as he and his Mono Yam bit the dirt off the second round start. Jeff Kring (Yam, five-four) rode a steady fourth for a piece of the $1,008 purse.

The 125 Experts also produced a clear winner in the person and machine of Killeen's Dicky Turnbo and his hot orange Yamaha. Expected challenger Louis Presley was delayed by a thrown chain on the first lap. We expect Presley to turn in his Yamaha for a Suzuki by next weekend, still looking for a bike that will stay together at over 10 grand for both motos. He did return to lead the final moto initially, but Turnbo wasn't to be denied a sweep and passed Louis, much to the delight of one Glenda Turnbo, Mom and Head Cheerleader. Mike Hullett (Suz) continued his fast and consistent habits by taking a second overall for the Debonair Danceland Team at two-three, ahead of new Intermediate transfer Allen Pope (Suz, three-five) and Mark Pledger (Hus, six-four).

All classes today ran with the benefit of perfect track conditions and no delays for watering, thanks to Saturday's rain. ●

Pleasure Island mudocross

By Mark Knowles

PORT ARTHUR, TEX., OCT. 26

Heavy rains drenched Pleasure Island Cycle Park and with it, many riders' desire to race. But races were held as usual to a small but spirited crowd.

The 250 Amateur class was one of the largest classes of the day as Mike Morgan (one, one) rode an ancient CZ into first overall. Mike Gil (two, two) cruised his Bultaco into second ahead of third place Lawrence Lucia (three, three). John Shockley filled in the final spot.

The 125 Amateur class was loaded with local talent and proved to be one of the best races of the day. Guy Romini (one, one) skipped practicing in the deep mud to save his bike for the races, then pulled holeshots in both motos to win first overall. Curt Hawkins (four, two) overcame first moto problems to take second as Stuart Cotton (two, five) faded to third place. Usual top contender Troy Broussard (seven, three) was out of it today but still finished fourth.

Terry Guidry (two, one) put his 250 Bultaco in the top money spot by winning the Combined Expert class. Tim Royer won the first moto but slipped to third in the last moto to place second ahead of third place Rick Resweber (four, two). ●

Results in Results Section.

Pull this out!

IF YOU CARE

what happens to motorcycling in California over the next few years, you'll pull this section out, stash it in a safe place, and use it often. Make no mistake about it — motorcycling, whether off-road or on, is under the politician's hammer. That's more true now than it ever has been in the past, mainly because never has the sport faced so many government-related challenges at one time.

The trap we tend to fall into is to view the threats at hand and panic, thinking, "Oh, no — we can't fight the system — we've lost." Horsepuckey! The "system" that gives us all such a hard time also gives us the tools with which to fight back and win. Our collective weakness as bikers is either we don't know they exist, or we don't know how to use them. With this special Cycle News pullout in hand, California riders at least will have no such excuse. (In the future, we hope to print a similar reference for every state in the Cycle News West riding area.)

This section is not a primer in "pressure group tactics." Politicians live with pressure, day after day, and become hardened to it, tuning much of it out. What they can't afford to tune out is messages from home, honest and heartfelt citizen input from the districts that elected them. And that's what this section is all about, helping you find the state legislator(s) that represent you and get in touch. How's it work?

Let's say you read in your favorite mo'sickle newspaper that a bill to ban motorcycles because they waste gas is coming up before the Assembly Energy and Diminishing Materials Committee on January 15 and it's already January 5. First you think, "Hey, that's a lot of bull! Motorcycles SAVE gas!" What can you do? You've only got 10 days.

You dig this pullout off the bottom of your birdcage and find that, because you live in Carmichael, you're in Assembly District 6 (see map) and your Assemblyman is Leroy Greene. You check the Energy and Diminishing Materials Committee roster and find that your man is on it. Hot Damn!

Quickly you write him a letter or a postcard at the State Capitol address asking him please to vote "no" on the bill to ban motorcycles and state one or more good, sound reasons. Be polite and keep it clean. Remember, he wants to think of you as a neighbor from back home with a piece of advice, rather than a source of pressure or threats.

Then trip on down to the Assemblyman's District office. Introduce yourself to the receptionist or assistant working there. Say, "Hi, I'm Joe Bftsplk from up the road and I've got something on my mind about that bill to ban motorcycles." Then tell the guy or the gal there your tale. If you're lucky, you might even catch the Assemblyman in residence (they trip back to their home district quite often) and get a chance to talk it out with him/her face-to-face.

Then, USE that District Office as your point-of-contact with your legislator (remember, you have both an Assemblyman and a Senator. Get to know both.) Get on their mailing list. Read the stuff they send you, send back the questionnaires with your opinions on the things that really bug you. Drop in again from time to time. Thank the folks there if your man votes favorably on something of importance to you.

All this stuff is so easy, so much a part of human nature and day-to-day courtesy, it's surprising so few people do it. If you do it in good faith, both you and the sport of motorcycling will be well ahead of all the people who don't give a damn. And now that you have this reference, you can't give the excuse that you didn't know who your representative is, or how to get in touch.

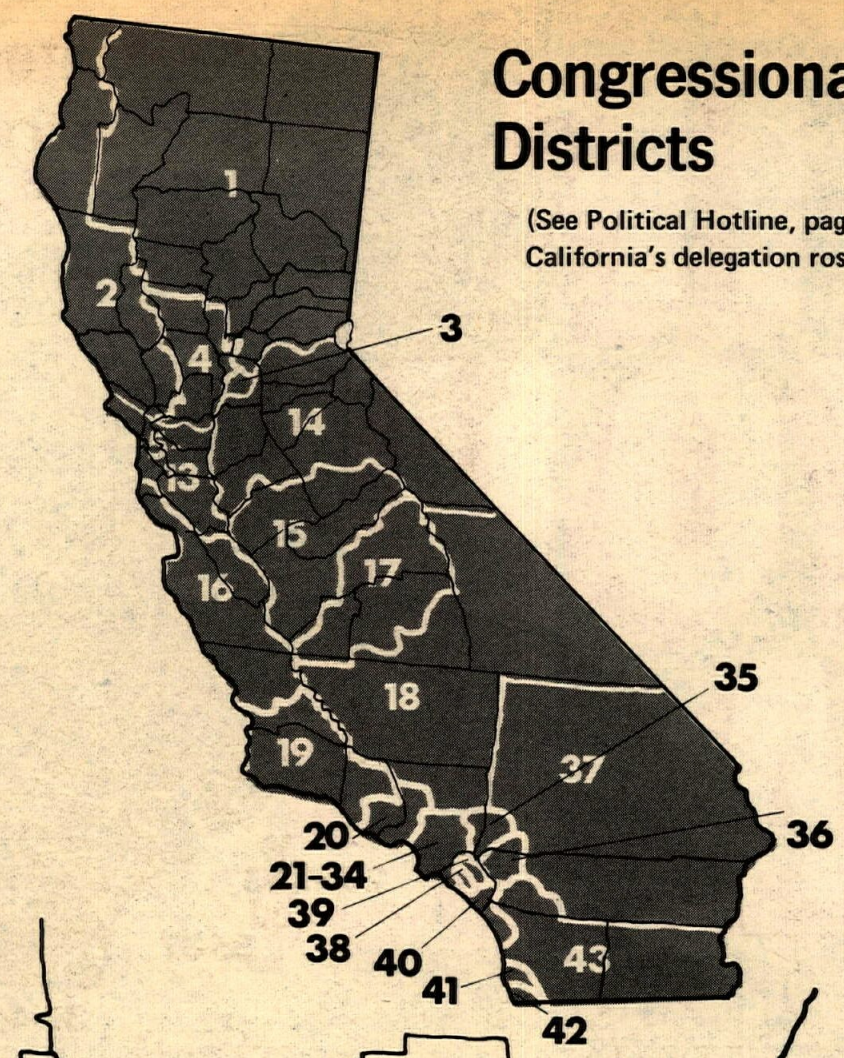
It just happened that we got this info together for California first. We need the same kind of data for other states in Cycle News West's reading area. That means we need your help.

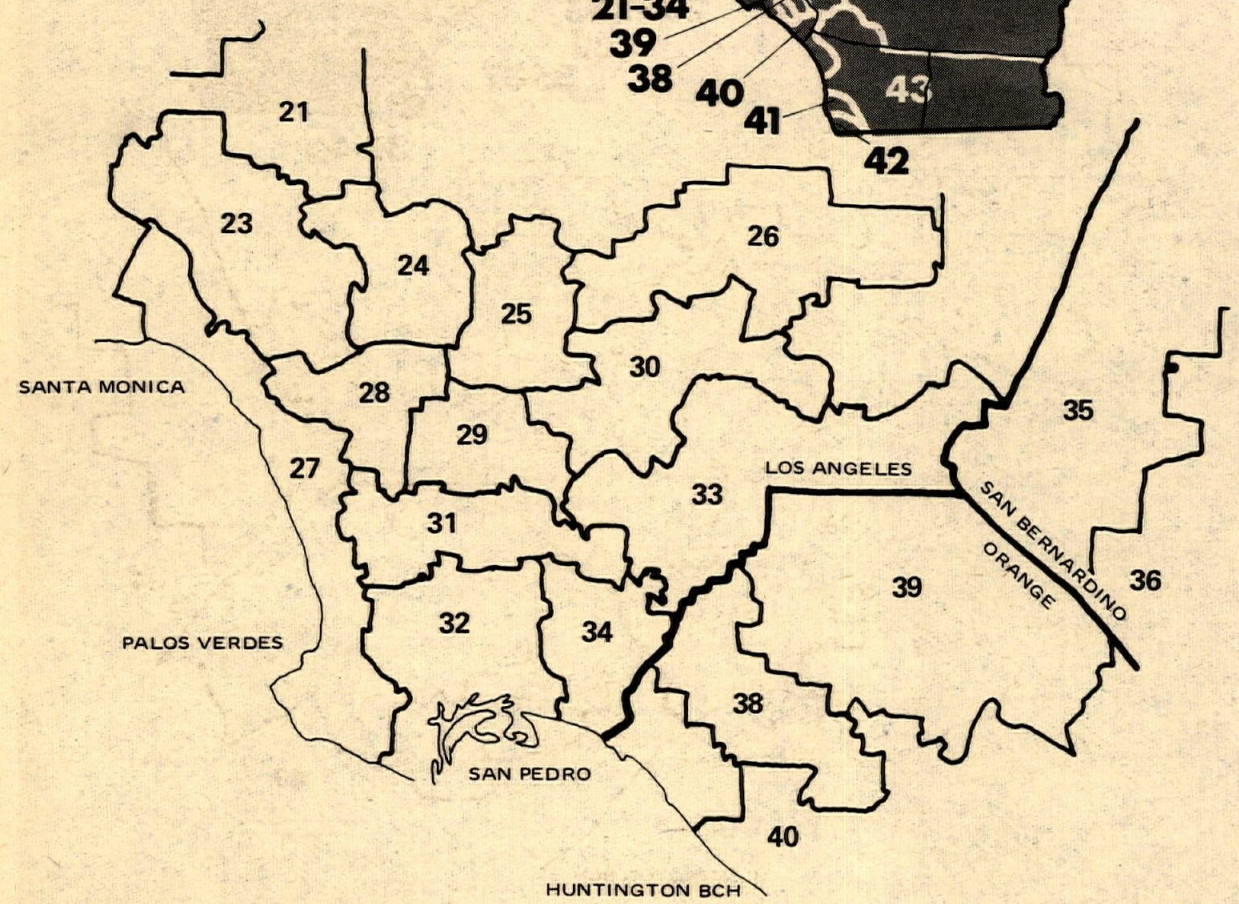
We're looking for maps that show district boundaries, the names of the legislators keyed to their home district, proper address at the state capitol, and addresses of the legislators' district offices (if any). Additionally, rosters of key committees and heads of key administrative departments (like parks and recreation, motor vehicles, state forestry) whatever might have bearing on motorcycling in your state. Send us the info, we'll gather it together and run more of these reference pullouts, one for each state in our reading area, for bikers everywhere to use in defense of their sport.

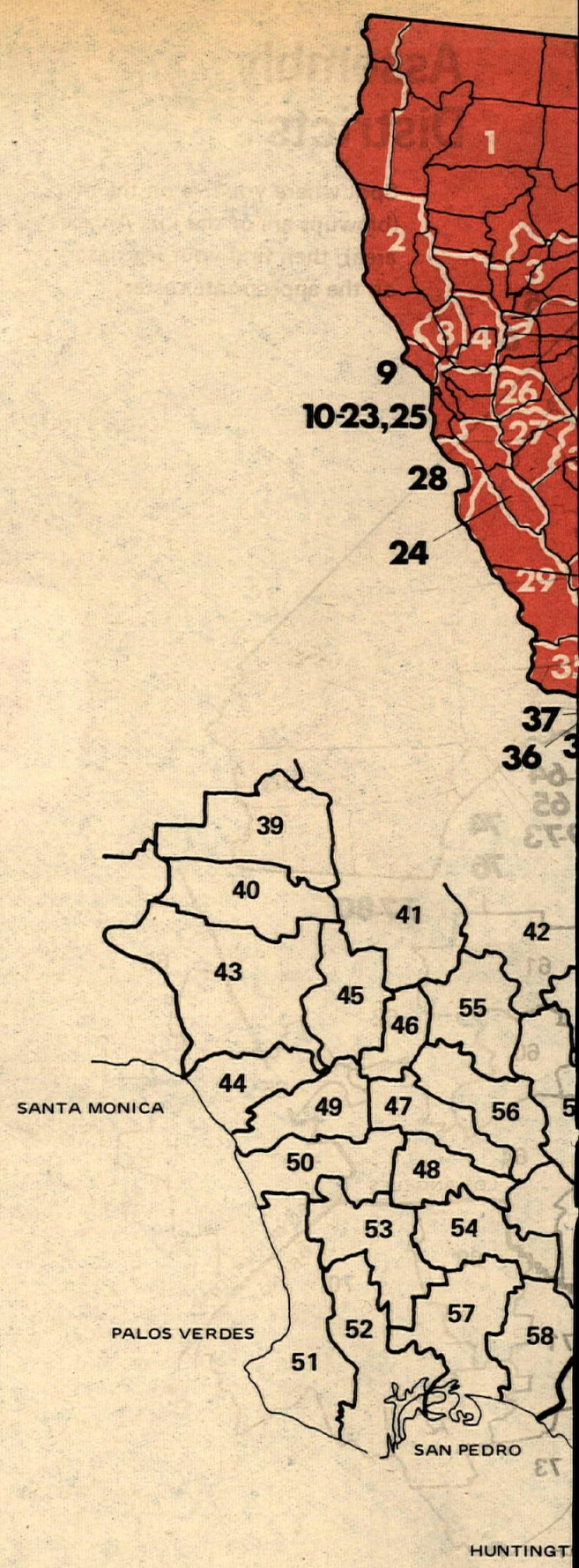
Places to find the stuff: public libraries, county courthouses, newspaper offices (sometimes), teachers' unions, universities. Don't delay, time's a wastin! The political machine is ticking over without our input if bikers at large don't know how to get their message across.

Congressional Districts

(See Political Hotline, page 15 for California's delegation roster)





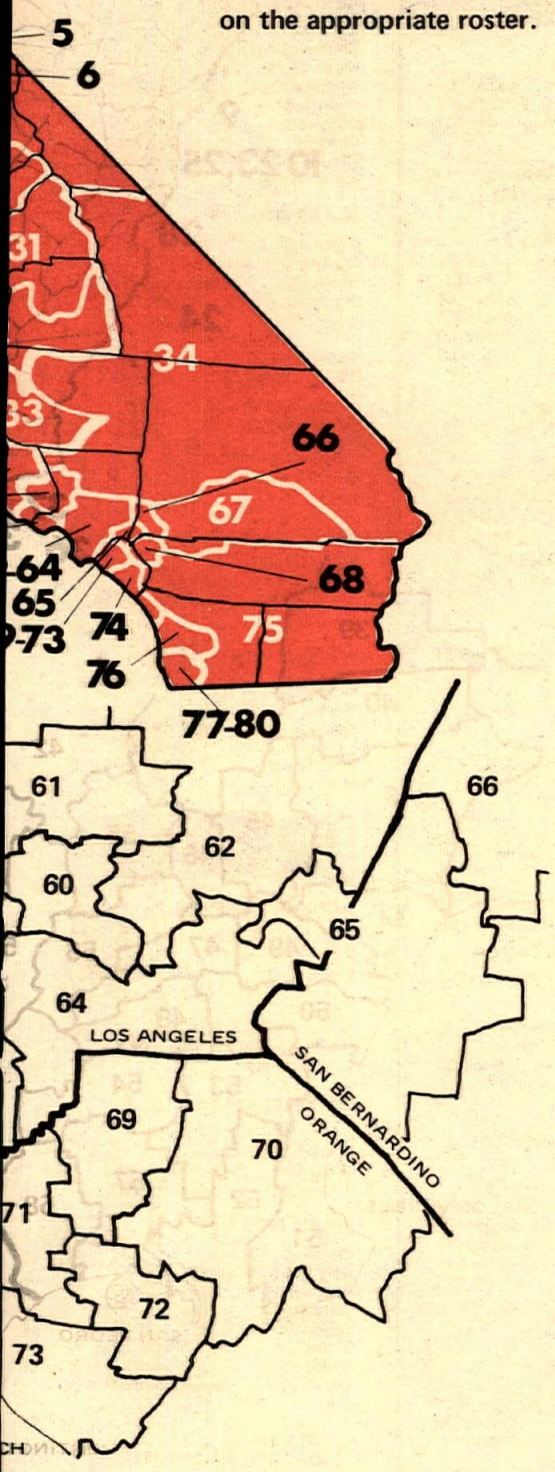


Assembly

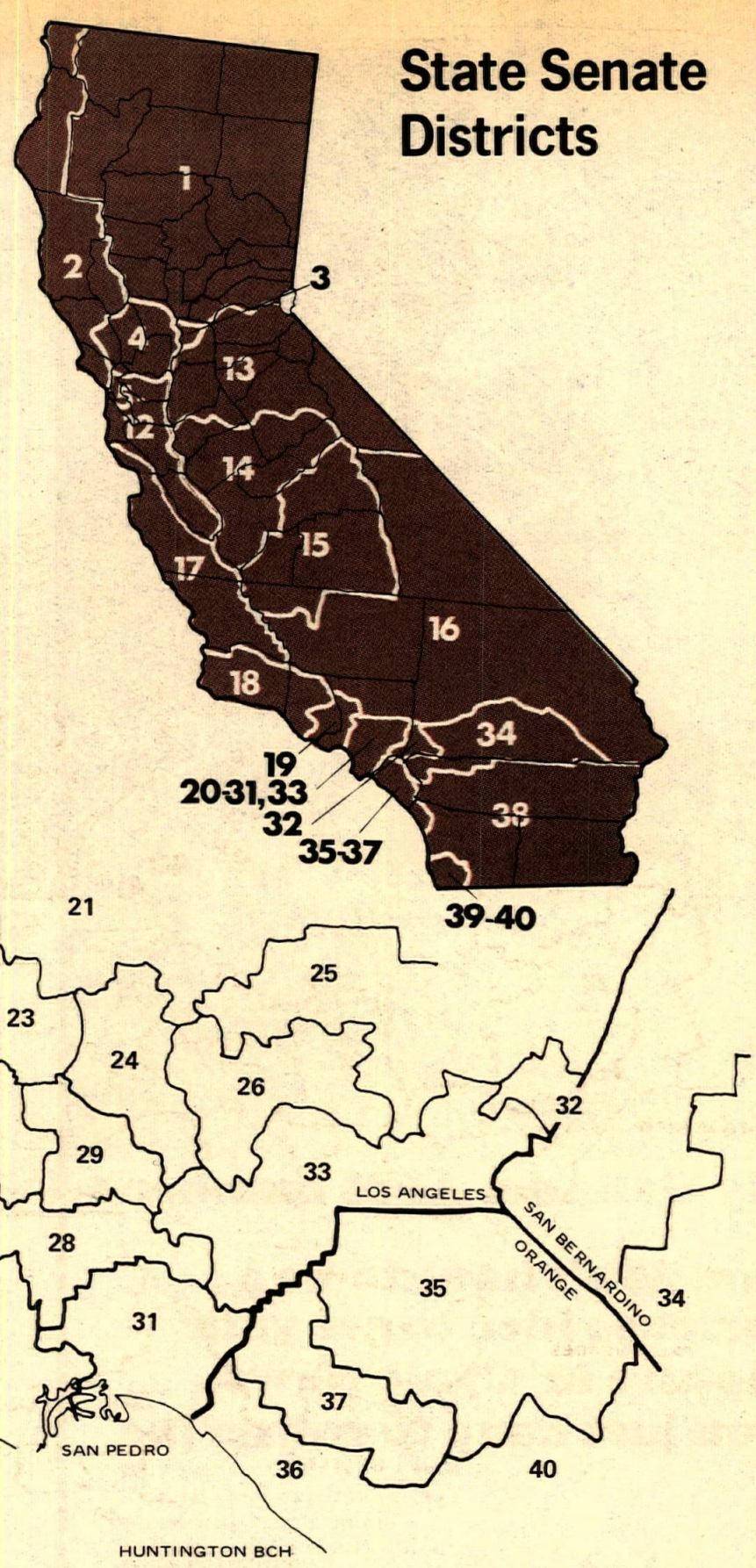
DIST.	NAME & PARTY	DISTRICT OFFICE ADDRESS	TELEPHONE
55	Alatorre, Richard (D)	5916 N. Figueroa, Los Angeles 90042	213 255-7111
41	Antonovich, Mike D. (R)	512 E. Wilson Ave., Glendale 91206	213 240-6330
20	Arnett, Dixon (R)	680 Warren St., Redwood City 94063	415 364-0260
74	Badham, Robert E. (R)	1649 Westcliff Dr., Newport Beach 92660	714 645-0074
40	Bane, Tom (D)	5430 Van Nuys Blvd., Suite 206, Van Nuys 91401	213 986-8090
53	Bannai, Paul (R)	1919 W. Redondo Beach Blvd., Gardena 90247	213 327-5920
43	Berman, Howard L. (D)	13719 Ventura Blvd., Sherman Oaks 91403	213 990-2070
51	Beverly, Robert G. (R)	1611 S. Pacific Coast Hwy., Redondo Bch 90277	213-540-1611
10	Boatwright, Daniel E. (D)	1035 Detroit Ave., Suite 400, Concord 94518	415 689-1973
69	Briggs, John V. (R)	1400 N. Harbor Blvd., Fullerton 92635	714 879-2345
17	Brown, Willie L., Jr. (D)	515 Van Ness Ave., San Francisco 94102	415 557-0784
73	Burke, Robert H. (R)	17732 Beach Blvd., Huntington Beach 92647	714 842-1494
21	Calvo, Victor (D)	2570 El Camino Real West, Mountain View 94040	415 941-4640
64	Campbell, William (R)	7624 Painter Ave., Suite D, Whittier 90602	213 693-8284
71	Carpenter, Paul B. (D)	12062 Valley View, Garden Grove 92645	714 893-1388
79	Chacon, Peter R. (D)	5106 Federal Blvd., Suite 207, San Diego 92105	714 263-2148
3	Chappie, Eugene A. (R)	438 Colusa Ave., Room H, Yuba City 95991	916 673-2201
58	Chel, Fred W. (D)	2750 Bellflower, Suite 208, Long Beach 90815	213 420-2471
34	Chimbole, Larry (D)	807 W. Avenue J, Lancaster 93534	805 948-8447
37	Cline, Robert C. (R)	19240 Nordhoff St., Northridge 91324	213 349-3333
61	Collier, John L. E. (R)	501 S. 1st Avenue, Suite S, Arcadia 91006	213 446-6158
76	Craven, William A. (R)	550 W. Broadway, Suite 201, Vista 92083	714 726-7676
57	Cullen, Mike (D)	444 W. Ocean Blvd., Long Beach 90802	213 435-4404
1	Davis, Pauline L. (D)	P.O. Box 1071, Portola 96122	916 832-5013
80	Deddeh, Wadie P. (D)	815 Third Ave., Suite 219, Chula Vista 92011	714 427-7077
49	Dixon, Julian C. (D)	2907 W. Vernon, Los Angeles 90008	213 295-4226
32	Duffy, Gordon W. (R)	321 N. Douty St., Hanford 93230	209 582-4431
24	Egeland, Leona H. (D)	567 W. Alma, San Jose 95125	408 295
59	Fenton, Jack R. (D)	1601 W. Beverly Blvd., Montebello 90640	213 724
16	Foran, John Francis (D)	350 McAllister St., San Francisco 94102	415 557
7	Garamendi, John R. (D)	218 W. Pine St., Lodi 95240	209 334
66	Goggin, Terry (D)	515 N. Arrowhead, San Bernardino 92401	714 884
6	Greene, Leroy F. (D)	5738 Marconi Ave., Carmichael 95608	916 483
5	Gualco, Eugene T. (D)	State Capitol, Rm. 4017, Sacramento 95814	916 445
35	Hart, Gary K. (D)	1129-B State St., Santa Barbara 93101	805 966
22	Hayden, Richard D. (R)	21060 Homestead Rd., Cupertino 95014	408 446
68	Ingalls, Walter M. (D)	3610 Central Ave., Riverside 92506	714 682
78	Kapiloff, Lawrence (D)	424 Pennsylvania Ave., San Diego 92103	714 236
2	Keene, Barry (D)	533 G Street, Eureka 95501	707 443
39	Keysor, Jim (D)	309 S. Maclay Ave., San Fernando 91340	213 361
11	Knox, John T. (D)	3607 Macdonald Ave., Richmond 94805	415 237
62	Lancaster, Bill (R)	372 E. Rowland Ave., Covina 91723	213 332
42	Lanterman, Frank (R)	106-A So. Los Robles Ave., Pasadena 91101	213 449
67	Lewis, Jerry (R)	101 S. 6th St., Redlands 92373	714 886
14	Lockyer, Bill (D)	14895 E. 14th St., San Leandro 94578	415 464
36	MacDonald, Ken (D)	3212 Loma Vista Rd., Ventura 93003	805 648
30	Maddy, Kenneth (R)	1221 Van Ness, Suite 620, Fresno 93721	209 486
25	McAlister, Alister (D)	1595 E. Santa Clara St., San Jose 95116	408 272
18	McCarthy, Leo T. (D)	350 McAllister St., San Francisco 94102	415 557
63	McLennan, Robert (R)	8201 Fourth St., Downey 90241	213 869
65	McVittie, Bill (D)	1063 W. 6th St., Ontario 91762	714 983
12	Meade, Ken (D)	3923 Grand Ave., Oakland 94610	415 464
13	Miller, John J. (D)	5801 Christie St., Emeryville 94608	415 653
31	Mobley, Ernest N. (R)	600 W. Shaw Ave., Fresno 93704	209 224
60	Montoya, Joseph B. (D)	142 N. 1st St., La Puente 91744	213 968
15	Mori, Floyd (D)	22734 Main St., Hayward 94541	415 538
28	Murphy, Frank Jr. (R)	215 W. Franklin, Suite 502, Monterey 93940	408 373
70	Nestande, Bruce (R)	648 N. Tustin Ave., Orange 92667	714 633
29	Nimmo, Robert P. (R)	1011 Pacific Drive, San Luis Obispo 93401	805 544

Assembly Districts

Spot where you live on the map (blowups are of the Los Angeles area), then find your legislator on the appropriate roster.



State Senate Districts



19	**Papan, Louis J. (D)**	**Serramonte Plaza, Suite 345-E, Daly City 94015**	**415 756-6400**
26	Perino, Carmen (D)	31 E. Channel St., Rm. 306, Stockton 95202	209 948-7479
38	Priolo, Paul (R)	4883 Topanga Cyn. Blvd., Woodland Hills 91364	213 883-8400
48	Ralph, Leon (D)	9512 S. Central Ave., Los Angeles 90002	213 567-8892
72	Robinson, Richard (D)	822 N. Broadway, Santa Ana 92701	714 835-4727
45	Rosenthal, Herschel (D)	8455 Beverly Blvd., Los Angeles 90048	213 655-9750
8	**Siegler, Alfred C. (D)**	**920 College Ave., Santa Rosa 95404**	**707 542-4433**
44	**Sieroty, Alan (D)**	**11340 W. Olympic Blvd., Los Angeles 90064**	**213 479-4244**
75	**Suitt, Tom (D)**	**247 E. Tahquitz McCallum, Palm Springs 92262**	**714 325-1139**
52	**Thomas, Vincent (D)**	**255 W. 5th St., San Pedro 90731**	**213 833-2881**
33	**Thomas, William M. (R)**	**2025 – 18th St., Bakersfield 93301**	**805 323-3146**
27	Thurman, John E., Jr. (D)	930 – 15th St., Modesto 95354	209 521-1111
56	Torres, Art (D)	2211 S. Atlantic Blvd., Monterey Park 91754	213 263-9988
50	Tucker, Curtis R. (D)	161 N. La Brea, Inglewood 90301	213 677-1188
23	Vasconcellos, John (D)	2435 Forest Ave., San Jose 95128	408 241-6900
54	Vicencia, Frank (D)	8040 E. Alondra, Paramount 90723	213 531-0265
46	**Warren, Charles (D)**	**1411 W. Olympic Blvd., Los Angeles 90015**	**213 386-8042**
77	**Wilson, Bob (D)**	**8133 Engineer Rd., San Diego 92111**	**714 560-6777**
9	**Wornum, Michael (D)**	**21 Tamal Vista, Corte Madera 94925**	**415 924-8850**
4	**(vacancy)**		
47	**Teresa Hughes**	**203 E. Vernon, Los Angeles**	**213 234-9021**

Senate

DIST.	NAME & PARTY	DISTRICT OFFICE ADDRESS	TELEPHONE
13	Alquist, Alfred E. (D)	777 N. 1st St., Rm. 245, San Jose 95112	408 286-8318
32	Ayala, Ruben S. (D)	486 W. 5th St., San Bernardino 92401	714 884-3165
2	Behr, Peter H. (R)	1299 – 4th St., Rm. 301, San Rafael 94901	415 457-9441
22	Beilenson, Anthony (D)	1373 Westwood Blvd., Suite 202, L.A. 90024	213 479-3969
3	Berryhill, Clare (R)	1301 K St., Suite F, Modesto 95354	209 521-1936
36	**Carpenter, Dennis E. (R)**	**3912 Campus Dr., Newport Beach 92660**	**714 557-3200**
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JOHN ULRICH

Rudy Galindo, AFM number 1

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JERRY MATHEL

Bob Connors helped open the MX season at Sunny Valley with a flawless 250 wire to wire win.

CYCLE NEWS NORTH

Old Sol smiles on Sunny Valley

By Jerry Mathel

SUNNY VALLEY, ORE., OCT. 19

Rainy Southern Oregon skies cleared and Sunny Valley lived up to its name for the opening of its Moto-X season. The pit area took on the appearance of a family reunion as old friends greeted each other and found new ones. There just aren't any strangers at this track. Even if you didn't know a soul you soon had a dozen good buddies, an invitation for coffee, breakfast or whatever. Track operator Ray Copeland makes it a point to get to know every rider by his first name.

Rain had left the short, twisty track in primo condition, with a minimum of dust and a maximum of traction.

Keith Stricklin dominated all three motos of the minibike class with his box stock Honda XR and on several occasions looked like he might give the 100s some trouble.

Yamaha mounted Bruce Smylie made it a grand slam in the 100 class, copping all three motos.

The 175 Junior class was also a three for one. Californian Cecil Arispe, aboard a Yamaha YZ, fought off a tough field of riders. Each moto saw a battle as Arispe, Kawasaki mounted Troy Duncan and Kirk Russell (Yam) scratched for the lead, but each time, Arispe seemed to keep right on truckin' as the other riders tired and slowed.

The 175 Senior class was a three way scrap between Chris Washburn (Hon), Dave McRae (Yam) and Todd Chestnut (Hon) but in the final count it was Washburn with two wins and McRae one. Each of the three had a second.

The 250 class was the largest of the day and highlighted by the flawless ride of Bultaco mounted Bob Conners. If the kid ever made a mistake it certainly didn't show. He motored to three straight wins with his only serious challenge coming in the third moto by Can-Am mounted Bruce Harshman. Harshman passed Conners on several occasions but couldn't quite match Conners' pace and in the last laps decided he had better cool it.

Bob Decker took top Open class honors with a brand new Suzuki 370 which certainly has got grunt. Bob grabbed the wins in two motos, dropping one to Bultaco mounted Don Durrant. ●

Results in Results Section.

Jammers semi pro MX opens Sacto OHV park

By Sallee Hilton

SACRAMENTO, CAL., NOV. 2

Sacramento County (somewhat reluctant and skeptical about the whole idea) purchased approximately 500 acres of rural property previously known as McGill Cycle Park. The park was closed down for a year and a half, and has now re-opened as a motorcycle recreation area. In an attempt to make the park pay some of its own operating expenses, it was decided to allow clubs and promoters to run competition events. The first event at S.O.H.V.P., hosted by the Sacramento Jammers M.C. was the county's first encounter with sanctioned motorcycle competition, and the Jammers passed the test!

Pat Richter (CZ) swept the Open Expert class with two wins and no rider could get close enough to worry him after the first turn of either moto. Danny Leet (Mai) was in line for the second overall pay, but he was put out of the race with a melted spark plug wire.

Eighty Experts signed up, and 33 of them were in the 250 class. The sign up sheet read like a "Who's Who." Wayne Reedy (Suz) got the holeshot, hotly pursued by Randy Losh (Bul), Don Sandretto (Bul), Charles Halcomb (Hus), Kevin Henry (Bul) and Mike Jennings (C-A). Losh took over the lead, Reedy went down, and the group continued to mix it up. Henry settled into second and Halcomb third. Floyd Davis (Suz) worked his way up from 23rd off the line to ace out Sandretto for fourth at the checkered. It nearly caused his pregnant wife to deliver at trackside!

On the second go Losh held onto first all the way to the white flag lap but

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CYCLE NEWS NORTH

LYNNE DILTZ

Tony Speck, silhouetted by the early morning sun, practices for the Elkhead Championship.

Henry found his chance and got around. Meanwhile, Halcomb had been on the throttle and came through the pack to boot Spiva to fourth. Seven riders cashed in on the pay back. Losh, Henry and Halcomb garnered the top three paying positions.

Pat Wilson (Hon) won the first 125 moto with ease pulling at least 10 seconds ahead of next man, Glenn Jennings (Hon), by the end of the first lap. Jennings crashed on the whoop-de-doos for a DNF and Mike Marquez (Hus) was there to take over second and close the distance on Wilson slightly. Kevin Henry (Bul) was running third with Jim Lesniewski (Hus) and Don Cantaloupi following. On the final lap Mike Preston (Yam) broke through to fourth as Cantaloupi and Lesniewski traded places for the finish.

Wilson took off in moto two leaving the pack again. He never finished the first lap, due to an end over end crash at the back of the track. Jennings and Marquez took one and two. Suddenly Jennings and Marquez disappeared not to be seen again. Henry was the new leader, Lesniewski was second, and the race was for third between Cantaloupi, Preston and Rick Woodron (Suz). Henry, Preston and Lesniewski, tallied the winning points for some hard earned cash.

The Sacramento Jammers M.C. thanks all of the riders and spectators who responded to the "Anti Litter" campaign by leaving the cleanest premises ever seen after a race! ●

Results in Results Section.

Elkhead Championships

By Lynne Diltz

YONCALLA, ORE., OCT. 19

The tiny Valley of Elkhead will resound no more this year with the roar of motorcyles. The Tompkins family who own and run the popular mile-long motocross track, decided they would not hold winter sessions; they want some time to take their own four riders to some races and not have to worry about management headaches.

It was Championship day; the end of a long hot summer of motocross.

Before the day was over, everyone was familiar with the name of Craig Praus. He'd been on this track only twice, but won top money and gathered enough points to take the 250 high point trophy. Praus had two solid wins in the half hour race, with the rest of the field doing some hard riding. Randy Wing was driving hard for the number one spot and in three laps both he and Praus were lapping other riders. Sixteen year old Mark Mattheisen began closing the gap on Wing with David Reimer and Skeet Hise closing in. Reimer wiped out in the water hole, allowing Hise around and Jeff Nowak moved into fourth. Hise began to move, dumped himself on the peek-a-boo, but kept third. Wing hit a berm instead of shooting it, Mattheisen was passed by Hise and Nowak found the water hole a bit greasy.

Praus got the holeshot on moto two. Wing lost some gears and had to finish the race with only three good ones. Hise closed, but could not hold off a very determined Praus. David Reimer got bottled in on the start and at the end of the first lap he was way back in 17th. When the 12th lap started he was solid in third, where he remained.

Karl Talburt managed the holeshot in both motos of the Mini Juniors and just kept going away to finish in first. We're unsure as to how one Mini Expert even finished his last moto. Scott Toy went down hard in the mud hole and his bike wouldn't go until Dad pushed it. When Scott got back on the track, his handlebars were so crooked they hit him in the belly button when he cornered.

There was a very large class of 125 Novices. Bruce Hanna put it in gear, spun mud and was leading before the first lap was down. Jeff Stere tried to catch Hanna but was having "one of those days." Richard Moore from Eugene had the same kind of day until the second moto. He won it handily but the first loss gave him a second overall. Mike Smothers, Mark Knigge and Fritz Martin kept a running battle for the next three places and finished out in that order. The mud hole racked up more of a score than all the riders in the 125 Juniors. Several guys were without mud flaps (for their faces, that is) and after watching the first couple of laps we know how the term "eating dirt" came about.

The 250 Novice class had a pack of anxious riders and broke the band before the starter was even in position. The flagman, who is supposed to finish the motos and wave the red flag, if needed, was yakking again and riders went one whole moto before this dude's attention could be directed to the races. One poor rider who was first in, didn't even get the checkered flag and made a lap for nothing. At least three times riders crossed the line without having the white put out, and one rider got the red flag instead of the checkered. "Ridiculous" say the riders, and we agree.

On the second restart of the 250 Novice class, Bill Edwards got the holeshot only to go belly down on the peek-a-boo and three more riders dumped it in the mud hole. On restart three, the band was broken again but the race was let go and after the third lap the field began to stretch out. Big John Broadwater had a bum day . . . he went down coming out of the mud hole, was trying to start his bike when another rider smacked him in the legs. Boy, did the air turn blue! The other rider hi-tailed it . . . don't blame him, wouldn't want Big John mad at me, either! Last moto John got all crossed up on the back whoops, went down hard and bit a hunk out of his lower lip.

Robbie Betterton went home with the Open Juniors top trophy for the day but he had to work like heck for it. Jerry Lucas and Barry Stevens were on him most of the time. After the white flag came out, Lucas put on a rush that was designed to blow Betterton right out of the way. It didn't work, and Rob crossed the finish first. Barry Stevens held first for most of the last moto. Betterton closed in, but Stevens turned on his powerful Yamaha and flat walked away from the Honda only to down it in the upper berm and Betterton had his second win. ●

Results in Results Section.

Fremont ST finale

By W. H. Spencer

FREMONT, CAL., OCT. 8

The District 36 top short tracker had one last chance to take back the Fremont Raceway overall high point from Mike Faria. While leading the 360 Expert heat, the clutch on the Bob Cancilla Yamaha gave up the cause and with it the chance for the Len Vestal Memorial award.

Faria racked up a third in the featured main event and Steve Eklund won his seventh event of the year over last year's high point winner Steve Carrillo. Faria was presented the high point award by Marge Vestal, wife of the former D-36 Director of Competition. Eklund had to work his way up from the back to take the win. He also took the 360 Expert high point trophy on his new K & L short tracker. Faria's third cut the overall white plate battle down to just five points. Delacy and Faria will be hard at it once the indoors at San Jose get started on November 1.

Errol Longboya won the 360 Junior main but Rich Luhdorff took the title with a well run second over GB Pizza

team member Jim Mahoney. Longboya and Luhdorff now join the Expert ranks just in time for the upcoming half mile at San Jose.

Rod Shrum and Scott Garcia took second place efforts to make winners out of the 100 Novice and 175 Novice, respectively.

Tony Deatherage wound up sitting out the 100 Expert mini main after he crashed going into the third corner slightly over his head. Tony couldn't get past second place early in the season but some minor coaching taught him how to throw his Yammie into the corners. After that, you couldn't touch him with a 10 foot stick. There comes a time in every racer's career when some other big gun comes to town. In this case Doug Chandler had a new 100 last week and won. Fred Merkel showed up tonight with another new motor but Tony had it together. Or so it seemed, winning the heat, but threw it into the corner just a little hot in the main. Merkel came up the main event winner with Chandler second. The fight for No. One mini-kid is another real thriller. ●

Results in Results Section.

Puyallup Raceway Park

By Sue Sykes

PUYALLUP, WASH., OCT. 12

Pro riders cleaned house at Puyallup Raceway Park with three of the best claiming double wins in Sunday's motocross action. 125 ace Lee Voss picked them off easily in both motos to take the win on the final flag. It looked like a sure second for Tom Bevvart (Hon) with a second in moto one and was in the same spot until the last two laps of moto two. Mechanical troubles put him out of the money and Bevvart pushed the machine over the line to finish. Duke Coleman (Hon) took over and put a three-two on the board for second overall.

Husky mounted Dave Bunker was WFO in the 250 class and enjoyed every minute of both winning motos. A sour plug put a halt on Rick Benek (Pen) in moto one but he bounced back with a second in the next. His 11-two was good enough for fourth place cash. ●

Coleman roosts the field

By Chad Prince

STARTUP, WASH., OCT. 19

Motocross takes on a different personality in the mud. All the trickness of super-tuned race bikes, dandy attired riders, and nonchalant spectators gets deflated by a cold, slimy substance from pits, to corners, to finish lines.

Startup's final race of the season was no different from those of former years; it still showed who could pick lines through the mud without getting stuck, and whose bike could run 30 minutes two times with water and mud running over and through it. And we finally found out what WFO really means!

West coast Factory Operation's rider Duke Coleman riding a very radical, and obviously very fast Honda made shambles of a fine field of 125 Pro riders. Coleman blew everyone's mind as he wheelied his CR Honda to a first moto win that produced lap times faster than his 250 counterparts. Rounding out the field in moto number one were WFO teammates George Gardner, Russ Roberts and RM Suzuki mounted Tad Richards.

Most spectators felt that the events which occurred two hours earlier couldn't happen again, however, from the drop of the gate to the checkered flag Duke Coleman owned the second

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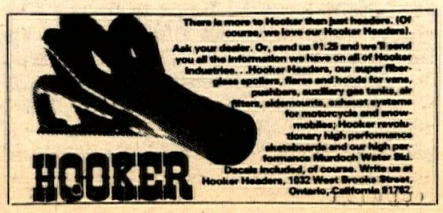

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CYCLE NEWS NORTH

STEVE CASTILLO

Five will get you ten the Masked Marvel with the flag is not Brad Lackey.

moto. The ridiculously slick off camber, and rut lined dropaways were his playground and at the finish he had built up a lead of over 60 seconds. George Gardner again finished second with Tad Richards winding up third overall.

Both 250 Pro motos were won wire to wire by Danny Brown of Auburn Motor Sports riding a Bultaco Pursang. Dan Brown is a rider with style and real savvy in the mud as witnessed at Hangtown this year where he won both motos in the 250 Amateur/Expert class.

Rich Brinkley came out to win both 500 Pro motos in a surprisingly small field of 12 bikes. Rich's 400 Yamaha proved to be more tractable in mud than Dan Brechts new RM 370 and that proved to be the deciding factor in the dice for the overall, which occurred in moto number two. ●

Sunnyvale hosts drenching MX

By Steve Castillo

SUNNYVALE, CAL., OCT. 26

Sunnyvale didn't do much to live up to its name today. The weather was compared to the Hangtown drenching earlier this year but not quite as cold. The mud did however, play a major role in determining the winners in most of the races.

Mike Middleton on a new 250 Lofanò and Sons Suzuki definitely had the hot line through the mud. He won both 250 Pro motos, but only after fighting to get there. Randy Nielsen (Mono) pulled the holeshot followed by Dave Robison (CZ). Steve Scoffone (M-V) pushed hard and looked fast but crashed going around the tower. Mike Middleton had worked up to inherit the lead. Rudy Leon (Pen) worked his way up through the glop into second and they finished that way.

Middleton didn't mess around in the second moto and blasted away from the line with a fine start. Scoffone was running in second and Bill Roush (Yam) was holding third. Rudy Leon came up to challenge Bill Roush for third, got by, and was now coming up on Scoffone. Scoffone's bike had problems and Leon took over second. Middleton copped the overall bucks, Rudy Leon took second and Randy Nielsen third.

Lee Robson, riding a new Suzuki from Lofano and Sons made it two wins for the new shop by dominating the 250 Intermediate class. Second was a battle all the way between Dave Austin (Hus) and John Sullivan (C-A). Austin held on longer and finished ahead of Sullivan.

John Sullivan pulled a fantastic holeshot and rocketed away on his Can-Am. Robson was back in third, but after a short battle with Olund, got by. Lee thought he had it made but Suzuki rider Dick Ridley had plans of his own. Ridley and Robson swapped back and forth with Robson coming out short. Ridley worked past Sullivan and in the process Robson also got by. Ridley won, Robson took second and Sullivan third. Overall it was Robson first in line for the trophy, Dick Ridley second and John Sullivan nailing down third. ●

Results in Results Section.

Cotney undefeated at Action Raceway

By Gary Kirkpatrick

REDDING, CAL., OCT. 19

Randy Cotney (Ind) came out on top overall to hold his record as the only undefeated rider at Action Raceway.

Cotney took the first moto of the Mini Intermediates, but in the second, Don Bramlett (Yam) came alive. Bramlett, way out in front of the pack, was lapping the gang when a slower rider crashed in front of him up on the huge first turn wall berm. Cotney regained the lead and a good 30 second cushion. Bramlett had to really get on the gas to work his way through the pack. He was only three seconds behind Cotney when the checkered fell. The third moto saw Bramlett literally blow everybody away! It should only take one more race to destroy Cotney's title.

In the Mini Junior class, there were two standouts. Robin Heath (Yam), a young lady, pulled three consecutive holeshots, only to fall back during the moto but still finished well. Only five pee-wees signed up. So Bobby Moore on a MR 50 Honda, decided to go after the big bore minis and proceeded to win the second and third motos! If he hadn't signed up in the pee-wee class, he would of taken first brass away from the big boys!

Lance Lollar (Car) was the "Hot Dog" in the 125 Junior class. He won the first moto, but didn't get such a good start in the second. Denny Cordona (Hon) was the second moto leader with Evan Humphrey (Hon) and Paul Laine (Suz) in pursuit. Halfway through the moto, Cordona faded back, Laine moved up, and Humphrey tested the soil (helmet first). Back in traffic, Lollar was working up at a good pace. Cordona caught a second win and moved back to second behind Laine. However, Lollar picked 'em both off and that's how they finished.

Jack Jackson (Kaw) topped the first moto of the 250 Juniors followed by Mike Elliot (Yam), Ken Gourley (Suz) and Jim Siler (Hus). In the second moto, Siler must of heard someone in the grandstands yelling WFO. When the starting gate dropped, he smoked everyone to the lead by 20 yards. Dan Frisbie (CZ) used his trick line (way outside against the wall berm) to drop into second from 13th! On the last lap Jackson moved up to take the lead. Just a few minutes beforehand, Mike Finley (Bul) was bombing down the front straight when someone in the bleachers yelled "Bonzai!" Finley flew through the pack and plugged into fourth. On the last lap, over the mountainous jump in the stretch 50 feet before the flying flagman, Finley dove into second like he was sliding in at home plate!

Frisbie was first out of the gate in the third moto but Finley berzerked it to take over the lead. He tangled with a lapped rider, and this set him back. He worked his way back up to take the lead from Frisbie with no time to spare. Siler finished third with Gourley right behind.

Siler ended up with first overall, Gourley second, and Frisbie third. Ken Gourley hasn't picked up a first overall yet in this six race high point series but he is far ahead in the points lead. Consistency must be the answer. ●

Marathon madness strikes Fremont

By W. H. Spencer

FREMONT, CAL., OCT. 12

Three days of rain prior to the first of many winter Marathons left the Fremont track in great shape. National numbers, Expert

Jim Siler, 250 Jr. winner, WFO at Action Raceway.

GARY KIRKPATRICK

motocrossers and ISDT types showed up in abundance to try their luck on the one and one half mile combination course.

Gary Vanderpool lapped the pack twice on his way to a lone ride in the Open class. Rick Hocking teamed with Dave Murrell to lap the 250 pack and Jack Jensen teamed up with minibiker Jimbo Filice and nipped the 125 class. Mike Sprenger topped Rick Delong in mini-Marathons.

A good battle developed between arch rivals Mike Sprenger and Rick Delong. Delong worked past the early leading Honda rider but a stall forced the Yamaha ace to work harder. Delong is still the fastest of the mini-MXers but Sprenger is no slouch. Delong tied up his chain in a few knots and it cost him the win.

Jack Jensen and Jimbo Filice led all the important laps in a super ride on a new RM 125 Suzuki out of Jensen Cycles. Jack, a long standing Expert, was in good shape and within 15 laps, had lapped up to the third place rider. Jimbo, an Expert minibiker at 12, had some crashing problems. The combination of a chain loss, fouled plug and lack of gas dropped them to second for part of the race but by lap 37 of 46, the Suzuki was back in control and on its way to a 30 second win.

Rick Hocking was out for a fun ride, trying to keep in shape over the winter months. Hocking, on a RM 250 Suzy except for the first lap, was never headed in the 51 lap race. He won over John Silva and Tim Navarro by a lap, with some help from Dave Murrell.

Only 15 teams were involved in the Open class. Hart and Koss led the pack out on a Yammie and Gary Vanderpool cooled it on the opening laps. Bill Risner was in third and dicing. On lap seven Vanderpool vaulted the Sonny Kenyon Pursang into the lead and it was all over from that point. At 55 laps, a record for that course, he had two on everyone with Jack Jensen returning for second on the same RM 125 and Risner in for the third. ●

Results in Results Section.

Figone tops Woodland opener

By Liz Swanson

WOODLAND, WASH., OCT. 18

Honda mounted Vince Figone seemed to be the only rider getting it all together at the Woodland Winter Scramble opener. Taking the 125 trophy dash, it appeared no one could touch Figone's Elsinore. Fate had its way in the 125 A Main. Figone had to really push his Honda to stay out of the way of Kevin Bass' Yamaha. Hitting some rough bumps, he forfeited the lead to Bass on the last few laps. Figone made up for his second place 125 trophy by taking a first overall in the 200 class, which was run moto style.

The 250 Main was a start to finish win for Dave Mazour. Trophy dash winner Eric Swanson (Bul) was making his way up from fifth dodging fallen bikes and riders. He passed the second place rider and was well on his way to the lead. Attempting to pass on the last lap, he highsided over Mazour's rear wheel leaving the trophies to Dave Mazour (Hon), Mark Powell (Bul) and Scott Sagar (Hus).

Bad luck must have been following Swanson. Taking his second fall in the 250 A Main, what more could happen? Taking the lead in the 500 A Main, in the first corner he experienced his third fall of the day (brought on by a broken piston). That left the battle for first between Scott Sagar (Hus) and Gary Fisher (Suz), with trophy dash winner Noel Gross (Yam) in the back of the pack experiencing mechanical trouble. Sagar charged for the lead and stayed there to finish ahead of Buddy Peterson (Bul). ●

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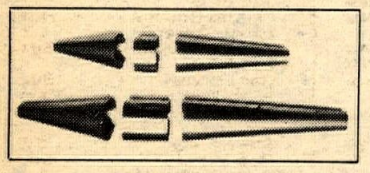

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(Continued from page 11)

Arnie Gruner takes D-38 Brush Bash

By James Brammer

SAN DIEGO, CAL., NOV. 2

Arnie Gruner, an Expert on a 360 Husqvarna, blazed the desert trail to win the Sage Hoppers Annual Brush Bash at Superstition Mountain near El Centro. A two-loop desert race, he completed the first 45-mile loop in 60 minutes; 65 for the second time around.

Amateur Ron Florence arrived in second no more than three minutes behind the leader on a 250 Monoshock Yamaha while his brother Kevin stopped on the second loop with a flat tire.

From the Open Expert class, Bill Thornburg on a 400 Husqvarna took third. Thornburg was fifth at the end of the first loop. He passed Rick Finger and Gary Cogbill during the last loop.

One hundred thirty-five riders were in a two-line start with Amateurs and Experts in the first line starting at 9:30 and the Novices from the second line moments later. Ninety-eight riders finished the first loop before the winners started arriving at the finish of the second.

Riders reported lots of dust, deep sand, two major washes of about eight-mile lengths where evil rocks lurked beneath deep sand and speeds of 70 mph were obtained. The less evil of the two washes was Coyote, the evil one being called Cuyamaca, I believe. Five riders had injuries, one was evacuated by helicopter. A challenging race in an exceptionally scenic area, the course included rocky terrain in foothills.

Though the results are not official, Ron Florence (Yam) will be the 250 Amateur class winner and Rick Finger (Hus) was first 250 Expert. ●

Results

OVERALL: 1. Arnie Gruner (Hus). 2. Ron Florence (Yam). 3. Bill Thornburg (Hus). 4. Rick Finger (Hus). 5. Gary Cogbill (Yam). 6. Johnny McDaniel (Hus). 7. Paul Nachant (Hus). 8. Bill Halbert (Hus).

Fast sandwashes where some riders hit 70 mph were included by the Sage Hoppers.

Superstition Mountain is a neat playriding area now.

PHOTOS BY JAMES BRAMMER

RESULTS

MRAN MX
3rd Quarter Pt. Standings

TRAILBIKE
1. Joe Wells 302
2. Rod Ahlstrom 222
3. K. Wilkerson 157
4. Todd Snow 70
5. S. Fredericks 57
6. Mark Hornsby 49
7. Steve Starr 48
8. Bobby Bouck 42
9. P. Christiansen 41
10. B. McDaniel 40
11. J. Sankovich 40
12. Daniel Holtz 35
13. M. McDaniel 35
14. K. Sullivan 30
15. Keith Watson 29
16. James Corn 28
17. Mike Gunter 25
18. D. Kinshella 25
19. Mike Mason 25
20. Shaun Bryan 23
21. Gerry Albright 16
22. Randy Dalton 13
23. Bob Hendricks 13
24. Jimmy Krumme 12
25. Gary Zupanic 12

ULTRA-LIGHTWEIGHT
1. Jerry McKinley 525
2. Bob Gabriel 451
3. Eric Elizondo 366
4. Joe Jones 345
5. Jeff Harper 341
6. Kevin Davis 289
7. George Graff 235
8. Lance McCarty 215
9. Tom Bolton 201
10. M. Mortensen 201
11. Pete Escoto 182
12. D. Kinshella 178
13. R. Hardcastle 165
14. Rod Ahlstrom 142
15. Eddie Munoz 135
16. Terry Thomas 131
17. Ray Hess 110
18. Sid Tarbett 104
19. Mark Stanley 92
20. Rick Polson 91
21. Tony Brunetti 87
22. Tom Bryaford 78
23. Kenny Canfield 76
24. L. Sikorski 75
25. Todd Kutcher 65

LIGHTWEIGHT
1. Bill Oerding 425
2. Chuck Rush 335
3. Bill Greiner 245
4. Mel Chapman 187
5. M. Sacomano 175
6. Bob Smith 165
7. Ray Hess 161
8. R. Bunty 158
9. Ben Rush 141
10. Richard Quayle 135
11. Chuck Harper 124
12. Nate Dalton 113
13. D. Stadtlander 95
14. Mike Vogel 95
15. Marc Peterson 85
16. Mark Hitchew 81
17. P. Spilsbury 75
18. Manuel Diaz 71
19. Tom Lichty 66
20. Larry Jensen 59
21. Leroy Kyger 55
22. Pat Mulcahy 51
23. D. Davenport 47
24. Daryl Mason 35
25. Kim Tucker 34

HEAVYWEIGHT
1. Mel Chapman 280
2. Mike Maze 211
3. Larry McCall 159
4. Ben Maze 125
5. M. McRoberts 116
6. Randy Finch 106
7. Ron Harris 99
8. Sid Tarbett 72
9. R. Dashley 52
10. Marc Knudsen 50
11. Dennis Kelley 49
12. Dan Purdy 47
13. Mike Roberts 44
14. Scot Harden 40
15. Dobie Pursley 40
16. R. Charlesworth 37
17. Kirk Bothwell 30
18. Kim Tucker 29
19. D. Belingheri 29
20. Mike Allison 25
21. Victor Lichty 25
22. Monte Brown 21
23. Steve Chalker 21
24. Michael Isom 20
25. Bill Oerding Sr. 20

AME MX
Valencia, Cal.
Oct. 26, 1975
By Shirley

MINI JR DIV I
Joe Buckner YZ
Sue Weicberg Hon
David Baker Yam
MINI JR DIV II
Bill Davidson Yam
Steve Hutchens Yam
Cary Bruecher Hon
110cc MINI
Mike Marshall Ind
MINI EX
A. J. Whiting Yam
Steve Schmitz YZ
Steve Wade Yam
POWDER PUFF
Carey Steiner Hon
OLD TIMERS
Norm Elledge CZ
100 BEG
Kirk Sturgeon
Mitch Welch YZ
Bruce Ross Hon
100 JR
Jim Cote Hon
Todd Whitaker Suz
100 INT
John Whelchel Suz
David Wilson Suz
125 BEG
Bret Newman Bul
John Parisa Hon
Richard Rapport Hon
125 JR
Mike Gossellaar YZ
Bob Tomaw Hon
Randy Lewis Hon
125 INT
Bobby Burns Hon
Tim Locey Yam
Doug Nicol FMF
125 EX
Jim Hale Hon
Mark Lawrence Yam
Mark Hendrix Bul
250 BEG
Peter DelaTorre CZ
Jim Ratih Hus
Kevin Kratz C-A
250 JR
Steve Stasiefski Mai
Richard Landy Hon
Don Codrea Hon
250 INT
Rich Titus Suz
Chris Smith Hus
Craig Osborn Bul
250 EX
Rick Brown Mai
Will Harper Mai
Bryar Holcomb Bul
500 BEG
Dennis Warner Yam
Mike Cameron KTM
500 JR
Greg Wilborn Yam
Steve Stasiefski Mai
Bob Waite Bul
500 INT
Don Dixon Yam
Rozz Reed Suz
Bruce Carpenter CZ
500 EX
Bryar Holcomb Bul
Ken Zahrt Mai
Randy Stubbs Bul

AME Night MX
Indian Dunes, Cal.
Oct. 31, 1975

MINI JR
Joe Buckner YZ
Greg Hamilton Yam
Kevin Grijalva Rup
MINI EX
Steve Schmitz YZ
Ricky Ryan Hon
J. Crowder Yam
110 MINI
Chuck Gunter —
OLD TIMERS
Dick McDonald Suz
Keith Phillips CZ
Dave Turnquist C-A
POWDER PUFF
Rox Ann Dougherty Hon
100 BEG
Bob Kohlieber Yam
100 JR
Steve Jones —
125 BEG
Jamie Einbund Hon
Jeff Mallory Yam
Gary Keene Hon
125 JR
Arnold Comproni Suz
Marc Prince Suz
Dan Walker Hon
125 INT
John Whitesel Hon
125 EX
Bobby Jones Hon
Jack Miller Hon
250 BEG
Dave Andrews Oss
Larry Dixon Yam
Bob Nicoletto Bul
250 JR
Bob Turney —
John Wilgus Mai
Ben Schllaci Bul
250 INT
Rich Titus Suz
Russ Ammon Hon
250 EX
Will Harper Mai
500 BEG
Steve Burnt CZ
C. Ramsey CZ
500 JR
Steve Kelso Mai
500 INT
Don Dixon Yam
500 EX
Randy Stubbs Bul

SAM MX
Irvine, Cal.
Nov. 1, 1975
By Tom Corley

MINI BEG
Bobby Doyle Hon
Bryan Taylor Hon
Mike Rinaldi Yam
100 BEG
Bob Cummings Hon
Danny Rivas Yam
Mark Thrash Suz
125 BEG
Jordan Hornbeck Yam
Jim Spitz Hon
Scott McClinton Yam
125 JR
Kym Kirschenmann Hon
Bruce Glenn Hon
Todd Duncan Hon
125 INT
Doug Heil Yam
Rick Kelley Hon
Greg Young Hon
125 EX
David Williams Yam
Paul Schones Hon
Kurt Sofka, Jr. Yam
250 BEG
Pat Pickens Hon
Chris Eopiano Yam
Michael O'Connor Hus
250 JR
John Mitchell Bul
Ron Burnn Hon
Brian Craze CZ
250 INT
Norman Gomez Suz
Dave Fox Hus
Greg Painter Hus
250 EX
Mike Bell Hus
Ray Topham Bul
Steve Rhyan C-A
500 BEG
Steve Kale Bul
Al Hart Hus
Jeff Janzen Bul
500 JR
Bill Gonzales Yam
Terry Zimmerman BSA
500 INT
W. C. Quick CZ
Rich McFarlane Suz
Marino Bastionell Bul
500 EX
George Wegner Suz
John Easton Yam
Jack Petitt —

Corona ST & HM
Corona, Cal.
Oct. 23, 1975
By Elaine Jones

SHORT TRACK
MINI DIV I
Chris Cannon
Chuck Bittle
MINI DIV II
Paul Smith
C. Whitcomb
Frankie Armendariz
125 NOV
Robert Pfetzing
Tom Gates
Keith Iaia
100 NOV
Chuck Bittle
Terry Singleton
Steve Karsten
125 AM
David De Temple
Don Tortorelli
Brad Wooton
250 NOV
Brian Theunisses
Mike D Bruyn
Bob Kiurizis
250 EX
Mike Minnig
Jeff Springman
Eddie Lawson
250 AM
Cliff Whetstone
Pryor Campbell
Bab Eary
OPEN NOV
John Carroll
Patrick Dobbins
Lou Gimenez
OPEN EX
Rex Hailey
W. Keith Moss
Craig Armstrong
HALF MILE
MINI DIV II
Chris Cannon
Paul Smith
Tom DeAvila
125 NOV
P. McPherson
Don Tortorelli
Jack Smith
100 NOV
Tom Headley
Steve Karsten
Terry Singleton
125 AM
David DeTemple
Don Tortorelli
Brad Wooton
250 NOV
Stan Kemp
Brian Theunissen
Bob Graves
250 EX
Mike Minnig
Jeff Springman
Eddie Lawson
250 AM
Bob Eary
Cliff Whestone
Pryor Campbell
250 EX TWIN
Brad Wooton
Mark Matzinger
Vern Maxwell
OPEN NOV
Lou Gimenz
Patrick Dobbins
Steve Robb
OPEN EX 500
Murry Hoffman
Rex Hailey
Don Frauenberger
OPEN EX 750
Steve Fortune
Don McWhorter
Murray Hoffman

D-36 Top 20
White Plate
Oct. 4, 1975
By. W. H. Spencer

Rick Delacy 202
Mike Faria 197
Jim Mertens 146
Don Bailey 127
Chuck Miller 112
Chris Hudson 107
Rodger Slack 99
Steve Carrillo 98
Randy Mamola 95
Fenn Pervier 93
Steve Eklund 80
Manuel Crummett 76
Scott Pearson 76
Dave Faria 75
Rusty Davis 74
Marlin Stewart 69
Larry Drew 64
Geoff Lowe 63
Mike Delacy 60
Greg Ferguson 58

Fremont Marathon
Fremont, Cal.
Oct. 12, 1975
By W.H. Spencer

MINIS
Mike Sprenger Hon
Rick Delong Yam
125cc
Jack Jensen/ Jim Filice Suz
John Traverse/ Jim Howe Hon
Mike Peavler Yam
Rick Delong/ Robin Delong Suz
250cc
Rick Hocking/ Dave Murrell Suz
John Silva/ Tim Navarro C-A
Mike Phillips/ Frank Risner Mont
Bill Hart/ Dave Koss Yam
Juan Salas/ Lee Salas Yam
John Traverso/ Vic Traverso Hon
OPEN
Gary Vanderpool Bul
Jack Jensen/ Jim Filice Suz
Jim Cronkhite/ Billy Risner Yam
Jim Willis/ Al Edwards Hon

Fremont Short Track
Fremont, Cal.
Oct. 8, 1975
By W. H. Spencer

60 NOV/JR
Brad Howard Yam
Adam Souza Yam
80 NOV/JR
Troy Hooks Yam
Darin Dimaria Yam
80 EX
Blair Newell Yam
Doug Chandler Yam
100 NOV/JR
Bob Cunnington Hod
Allen Emmons Yam
100 EX
Fred Merkel Yam
Doug Chandler Yam
Bill Scott Hod
100 NOV
Curt Jeffcoat Yam
Rod Shrum Yam
125 NOV
Dave Cascio Yam
Greg Stocking Hon
Craig Weatherton Yam
125 JR/EX
Rod Spencer Hod
Ronnie Rohr Yam
Randy Bereman Yam
175 NOV
Mike Horton Yam
Scott Garcia Yam
200 NOV
Rich Voss Bul
Chuck Foster Bul
250 NOV
Ted Mello Bul
Mike McClurg Yam
Tim Sykes Hon
250 JR
Kevin French Bul
Scott Fleshman Yam
250 EX
Randy Mamola Yam
Scott Pearson Suz
Don Bailey Yam
360 NOV
Bobby Carrasco Yam
Joe Hardy Yam
Earl Paz Hon
360 JR
Errol Longboya Hon
Rich Luhdorff Kaw
Jim Mahoney Hon
360 EX
Steve Eklund Yam
Steve Carrillo Yam
Mike Faria Yam
OVERALL HI POINT
Mike Faria 108
CLASS WINNERS
Steve Eklund 360 Ex
Rich Luhdorff 360 Jr
Dave Rocha 360 Nov
350 EX
Rick Delacy
250 JR
Paul Austin*
Kevin French*
250 NOV
Tony Gould
200 NOV
Kevin Badinha
175 NOV
Scott Garia
125 EX
Randy Mamola
125 JR
Ken Netto
125 NOV
Tony Adrangna
100 NOV
Rod Shurm
100 MINI
Tony Deatherage
80 MINI
Doug Chandler
60 MINI
Glenn Davis
*tie

R.A.C.E. MX
Corona, Cal.
Nov 1, 1975
By The Tube

MINI CYCLES
Randy Shoaff Blm
Jerry Sutton NV
D. Rainwater NV
100 NOV
Ralph Fierro MV
Steve Barton NV
Gus Centeno Nor
100 SR
Davy Litwin Nor
Steve Walthall Nor
Shane Racine NV
125 NOV
Bobby Jones MV
Roy Valk NV
Mike Prohal Nor
125 INT
Jim Walthall Nor
S. Rosenbauer Nor
Jerry Friager NV
175 NOV
Robert Anselm Nor
Roger Reeder MV
Jerry Fringer NV
250 NOV
Gary Stadden NV
Don Anderson NV
Mike Meskoff MV
250 SR
Arlis Kellogg NV
Kevin Nemire NV
Davy McEwan Blm
500 NOV
Cary Staddan NV
Darren Lowrey Blm
D. Anderson NV
500 SR
Randy Hayes Nor
Davy McEwan Blm
HSMX SCHOOL SCORES
Norte Vista 435
Norco 278
Moreno Valley 157
Bloomington 123
OPEN MX
MINI CYCLES
Mike Word Hon
Rick Collins Hon
Scott Davis Hon
100 BEG
Dan Rees Yam
Mike Courtney Yam
125 BEG
David Strauss Yam
Steve Johnstone Yam
Kevin Haynes Yam
125 JR
Mike Bierman Yam
Kenny Cossey Yam
Larry Brown Hon
250 JR
Rory Airheart CZ
Bart Onasch Hon
Pete Pozworski Yam
125 SR
David Oller Hon
Bill Taylor Yam

R.A.C.E. MX
Corona, Cal.
Oct. 31, 1975
By the Tube

MINI CYCLES
Dallas Rebello Hon
Chris Parker Hon
Scott Chadwick Hon
Ricky Livingston Yam
100 NOV
Don Hockett Hon
Ed Gettis Yam
125 BEG
Mike Burnett Hon
Robbie Chapman —
Robert Kerz Suz
Randy Throne Yam
125 JR
Glenn Page Hon
Mark McClure Suz
Dan Hockett Hon
Darren Trexler Hon
250 JR
Jim Baine CZ
Ken Maxwell Hon
Ron Ewanchew Mai
Keith Bias Hon
OPEN INT
Lee Jouglard Bul
Ed Coutler Suz
Raymond Obermeyer Hus
OPEN SR
Ray Topham Bul
Chuck Pettigrew Mai

N.M.A.
Valencia, Cal.
Oct. 24, 1975
By C. Whiting

PEE WEE BEG
K. Stiles Ind
R. Moody Ind
D. French Ind
C. Licon Ind
B. Matson Ind
R. Sloan Ind
V. Meloy Ind
JR CYCLE MOD (9-11)
R. Dickinson Hon
JR CYCLE MOD (6-8)
R. Stiles Hon
0-83 STK BEG
S. Phipps Yam
0-83 STK NOV (12+)
S. Lane Yam
0-83 STK NOV (9=11)
S. Ryan Yam
J. Boyd Hon
JR CYCLE STK (9-11)
T. Tomaselli Ind
JR CYCLE STK (6-8)
R. Stiles Ind
0-83 STK NOV (9-11)
T. Broussard Yam
D. Gentry Hon
0-83 MOD EX
S. Grose Yam
R. Ryan Hon
0-83 MOD BEG (12+)
R. Neff Yam
R. Collins Hon
0-83 MOD NOV (12+)
R. West Yam
M. Tomaselli Yam
L. White Hon

AMC Carlsbad
Carlsbad, Cal.
Nov. 2, 1975
By Mike Yada

500 PRO
Gary Ogden Suz
Mike Foreman Hus
Martin Baker Mai
500 INT
Tim Barlow Bul
Greg Saari Yam
Mark Day Kaw
500 JR
Alan Cheever Yam
Ken Feulner Mai
Glen Gibbons Bul
500 BEG
Charles Bolvins Hus
Larry Graver CZ
Eric Gustavson Suz
250 PRO
Gary Ogden Suz
Scott Miller Yam
Chuck Rouse Hus
250 INT
Steve Pflug CZ
Bob Murray Suz
Rick Rasmuasson Hus
250 JR
Mike Sole Kaw
Eddie Coulter Suz
Mike Krugh Mai
125 PRO
Gerald Stewart Yam
Steve Gerber Yam
Nelson Whitehill Yam
125 INT
Joseph Ruffino Hon
Richard Goldbody Suz
Corki Moore Suz
125 JR
Steve Alnold Yam
Kirk Chandler Suz
Tim Grant Yam
125 BEG
Gerald Bice Hon
Andrew Faust Hon
Robert Kerg Suz
100 EX
Jeff Ward Hon
Don Trant Hon
100 JR
Bill Custer Hod
Tom Feland Hon
Tommy Higgins Suz
100 BEG
Jon Nichols
MINI EX
Jeff Ward Hon
Byron Antonacci Yam
Dan Trant Hon
MINI INT
Ralph Longo CRT
MINI JR
Phil Wilkins Yam
Mike Feulner Hon
Mike Cody Yam
MINI BEG
Jeff Qualls Yam

RESULTS

Half Mile & TT
Corona Raceway
Corona, Cal.
Oct. 29, 1975
By Elaine Jones

TT
MINI DIV I
Chris Cannon
David Dove
Chris Gables
MINI DIV II
Mike McBride
Frankie Armendariz
Mark McElyea
MINI DIV II
Jay Kuchenbecker
Randy Headley
Charles Allison
100 NOV
Rob Selvy
Tom Headley
Terry Singleton
125 NOV
Robert Pfetzing
Rick Blankenship
Brian Barsimmian
125 AM
Fred Conover
David DeTemple
Cliff Mathews
125 EX
Brian Wooton
Mike Tidwell
John Calicchio
250 NOV
Scott Thurlow
Mitch Zehner
Mike Geraghty
250 NOV
Scott Thurlow
Mitch Zehner
Mike Geraghty
250 NOV
Brina Theunissen
Mike De Bruyn
Ray Fletschman
250 AM/EX
Miek Tidwell
Mike Minnig
Greg Zehner
OPEN NOV
Paul Cook
John Carrol
James Robertson
OPEN NOV DIV
Ken Griner
Steve Stone
Scott Marsh
OPEN EX
Don Gribsby
Dave Johnson
W. Keith Moss
HALF MILE
MINI DIV I
Todd Brown
Chris Gables
Gene Jenkins
MINI DIV II
Tom DeAVila
Jay Lee Kuchenbecker
Frankie Armendariz
100 NOV
Rick Blankenship
Rob Selvy
Tom Headley
125 NOV
Greg Bell
Rick Blankenship
Jack Smith
125 AM/EX
Danny Perkins
David DeTemple
Cliff Mathews
250 NOV
Scott Thurlow
Bobbi Hunter
Mike Stewart
250 NOV
Brian Theunisses
Gordon Loar
Mike DeBruyn
250 EX
Mike Tidwell
Mike Minning
250 EX TWIN
Mike Tidwell
Gordie Kidd
Dave Johnson
OPEN EX DIV I
Robert Chapek
Ken Griner
Dave Peters
OPEN NOV DIV II
Dan Cook
Lou Ginemez
John Carroll
OPEN EX DIV II
Murray Hoffman
Mike Tidwell
Steve Fortune
OPEN EX
Steve Fortune
Rod Sexton
Murray Hoffman

ATA Trials
Barona, Cal.
November 2, 1975

EXPERT CLASS
Marland Whaley Hon
Andre Plouffe Bul
Bernie Schreiber Bul
Mark Eggar Hon
Mike Griffitts Mon
AMATEUR CLASS
Greg Carter Mon
Scott Parker Mon
Keith Pagel Yam
NOVICE CLASS
Charles Bassett Bul
Thomas McKnight Bul
Chris Myers Mon
Lane Smith Mon
Ole Thordarson Yam
M.E. Whaley Yam
Ken Jones Yam
Tom Walker Bul

AME Night MX
Indian Dunes, Cal.
Oct. 24, 1975
By Denise Beardshear

250 INT
S. Marks KTM
B. Ridgway Suz
250 JR
M. Shoemaker Yam
B. Turney Suz
S. Stasiefki Mai
OLD TIMER
S. Barnett Mai
D. McDonald Suz
A. Holley Hon
250 BEG
P. Nellis Yam
J. Lovett Bul
S. Brown Bul
125 JR
D. McGlothlin Hon
J. Nicklsen Hon
M. Prothro Szu
125 INT
R. Sanders Hon
B. Burns Hon
M. Boren —
125 BEG DIV I
G. Boren Hon
R. Housel Hon
D. Clinton Kaw
125 BEG DIV II
J. Mallory Yam
M. Shannon Kaw
M. Ward Hon
500 BEG
P. Dobbins Tri
T. Harris Tri
500 JR
B. Mills Yam
D. McClelland Mai
E. Unkel Bul
500 INT
D. Dixon Yam
MINI JR
J. Buckner YZ
G. Hamilton Yam
T. Smith Yam
POWDER PUFF
R. Dougherty Hon
P. Miller Yam
R. Wright Hon
MINI EX
K. Allman Yam
A. Whiting YZ
S. Schmitz YZ
100 BEG
K. LeFebune Suz
L. McMahon Hod
B. Kohlieber Yam
100 JR
J. Crowder Yam
100 INT
J. Whelchel Suz
125 EX
B. Jones Hon
A. Jannings Hon
G. Huber —
250 PRO
D. Hansen Mai
J. Miller Suz
W. Harper Mai
500 EX
M. Sixberry Yam
D. Haugh Mai
B. Holcomb Bul

S.J.M.C. Semi Pro MX
Sacramento OHV Park
Sacramento, Cal.
Nov. 2, 1975
By Salle Hilton

OPEN EX
Pat Richter CZ
Buzz Presser Mai
Ted Rogers Hus
OPEN JR
Mike Richter CZ
Tony Gatt Suz
Mel Henrix Bul
OPEN NOV
Lance Beauchamp Hus
Bud Lemke Bul
Kent Higginbotham Mai
250 EX
Randy Losh Bul
Kevin Henry Bul
Charles Halcomb Hus
250 JR
Don Cody Mai
Kenny Boswell Bul
Bruce Logan Bul
250 NOV DIV I
Tony Tamagni Mon
Michael Engel Yam
Tony Cory, Jr. Kaw
250 NOV DIV II —
William Wheeling Yam
Randy Junkert Mon
Rick Kluve CZ
125 EX
Kevin Henry Bul
Michael Preston Yam
Jim Lesniewski Hus
125 JR
Jerry Brown Yam
Marvin Woods Suz
Richard Paris Hon
125 NOV DIV I
David Wetherbee Hon
Danny Willis Yam
Tim Hart Yam
125 NOV DIV II
Eric Thaheld Hus
David Thompson Hon
Ray Herren Hon
125 NOV DIV III
Scott Allen Suz
Randy Chapman Suz
Bill Richina Hon
100 NOV
Mike Tripp Suz
Mike Crippen Suz
Glen Rosenburg Suz
POWDER PUFF
Dona Putney Hon
Lori Manly Hon
OLD TIMERS
Wayne Young Hon
Steve Johnson Hus
Bob Mars Suz

Escape Country MX
Trabuco Cyn., Cal.
November 1, 1975

SUPER MINI
Danny Rodriquez Hon
SUPER MINI BEG
John Whitfield Hon
Steve Adamson Yam
SUPER MINI NOV
Billy Sabins Hon
Larry Hernandez Hon
SUPER MINI EX
Leslie Kaneshiro Hon
SUPER MINI PRO
Steve Shippy Hon
100
David Leal Hod
100 BEG
Tom Hernandez Hon
125
Yandell Bishop Hon
Kelly Scrivens Yam
Darryl Gibson Hon
125 BEG
John Morris Hon
Chuck Okimoto Hon
Kenny Uyeda Hon
125 NOV
Ken Day Hon
Louie Garcia Hon
Steve Pendleton Hon
125 INT
Brad Smith Suz
125 EX
Kelly Walker Hon
250
Lee Hudson Hus
Scott Adamson Yam
250 BEG
Jim Theemling Yam
Kenneth Regier, Jr. Yam
Phillip Faust Hon
250 NOV
Danny Jean Yam
250 INT
Jim Carlino Mai
OPEN
Steve Ryan Bul
Al Liddle Yam
OPEN BEG
Gary Coffman Yam
OPEN NOV
Pat McMonegal Yam
Fred Halliday Bul
OPEN EX
Randy Blevins CZ
125 HI SCHOOL QUAL
Todd Peterson Hon

Escape Country MX
Trabuco, Cal.
November 1, 1975

SUPER MINI
Tom Wass Hon
Steve Baca Yam
SUPER MINI BEG
Steve Carafel Hon
SUPER MINI NON
Jack Essen Hon
100
Kenny Morgan Suz
100 BEG
Denis Strandberg Hon
100 NOV
John Underhill Yam
125
Chris Kaline Suz
Rick Umbarger Suz
Lawrence Brown Hon
125 BEG
Mark Mason Yam
Doug Foster Yam
Steve Redman Hon
125 NOV
Dave Rector Yam
Larry Morgan Hon
Mark Petty JBS
125 INT
Bob Walker Hon
125 HI SCHOOL QUAL
Paul Ivie Yam
250
Bobby Schmidt CZ
250 BEG
Gary Petty Hon
250 NOV
Gary Kortz Mai
Kevin Blaty Mai
OPEN INT
Bob Savage CZ

AME Motocross
Valley Cycle Park
November 2, 1975

MINI JR
Les Hays Hon
Marty Nelson Hon
Geoffrey Airey YZ
MINI EX
Mike Nance Yam
Steve Schmitz YZ
110 MINI
Jimmy Crowder Yam
Chuck Gunther Hon
OLD TIMERS
Joe Brown Suz
Keith Phillips CZ
Carl Koncur Bul
100 BEG
Lyman Young Suz
Mitch Welch Yam
Danny Schnieder Suz
125 BEG
Joey Bertschi Yam
Frank Underlin Hon
Jeff Meyer Kaw
125 JR
Bob Tomaw Hon
Dana McGlothlin Hon
Rick Hays Hon
125 INT
Darren Penrod Yam
Tim Locey YZ
George Shafer Hon
125 EX
Jim Hale Hon
Greg Roberts C-A
F. Joenck Hon
250 BEG
Tony Becker Bul
Dave Lagala Mai
Larry Dixon Yam
250 JR
Bob Del Morris Mai
Bob Tomaw Bul
Ross Johnson Bul
250 INT
Mark Mansfield Hus
Mark Amendola Mai
Tony Mason Mai
250 EX
Will Harper Mai
Eddie Cole Bul
Dave Zahrt Bul
500 BEG
Robert Garza Suz
Steve Grudt Mai
500 JR
Gary Taylor Mai
Steve Stasiefski Mai
Dennis Agee Mai
500 INT
Rozz Reed Mai
Steve Gordon Mai
500 EX
Tom Webb Yam
Don Cheney Yam
Randy Stubbs Bul

Whitney Hillclimb
Lake Whitney, Tex.
Nov. 2, 1975
By Diane Polley

OVERALL
Gary Chandler Hon
MINI MINI
David Chandler Hon
John Blanton Chap
Todd Freeze Yam
MINI
Mike Polley Yam
Bart Spears Yam
Charles Goodnight Yam
Ronny Dahl Hon
POWDER PUFF
Teresa Provazek Bul
Linda Loutherback Bul
Linda Wilhite Yam
STREET 125
James Blanton Hon
Bobby Dahl Hon
George Norton Kaw
STREET 250
Ron Freeze Yam
Eugene Johnson Yam
Russ Wait Yam
Jimmie Hammack Yam
STREET OPEN
Carl Kaylor Yam
Joe Provazek Kaw
John Newman Hon
100
Larry Chaney Kaw
Bart Spears Kaw
Sunny Holmes Kaw
125
Jerry Cruise Suz
B.D.Westerfield Bul
Danny Ryan Hon
200
Norris Meeks Bul
Sunny Holmes Bul
B.D.Westerfield Bul
250
Duffy Douglas Yam
Will Alford Bul
Wayne Wilhite Yam
350
Will Alford Bul
John Newman Hon
Henry Polley Hon
500
Cleve Martin Bul
Gary Chandler Hus
Gary Gunn Yam
500
Henry Polley Tri
Mike Jones Tri
Gary Chandler Tri
EXHIBITION
Henry Polley Tri
Duffy Douglas Yam
Mike Jones Tri

SRAC MX
250 State Champ.
Berthoud, Colo.
Nov. 2, 1975

250
Bill Ferneyhough Yam
Gary Glasenapp Bul
Shane Cannon C-A
David Stermer Bul
Mike Meyer Hus
Dan Greenwood Yam
Wayne Sturm Hus
Peter Harrison Hus
125 SUPPORT CLASS
Jack Todd Hon
Albert Firstine Yam
Mike Loeffler Hon
Lee Leatherman Yam
Dwight Coleman Yam
Bill Burgener Yam
Terry Kappelmann Hon
Craig Lane Hon

Rock Festival Trials
Central Ariz. Trials
Oct. 5, 1975

EXPERT
Randy Clark Suz
Tom Foy Kaw
Tim LeBlanc Suz
AMATEUR
Steve Usery Oss
David Clark Yam
John Ruggles Yam
NOV
Gary LeWeese Suz
Dan Williams Yam
Sam Hiatt Hon
SENIORS
Dick Allen Yam
John Foy Mon
John Schantz Hon
ENDURO
Paul Goble Hon
Phil Hancock Hod
WOMEN
Marilyn Ruggles Yam
Donna Makarov Hon
Kelly Allen Yam
JUNIORS
Brian Clark Yam
Andy Karaba Yam
Jeff Minton Mon

R.A.C.E. HSMX
Corona, Cal.
Oct. 30, 1975
By the Tube

MINI CYCLES
Mark Jarret Nor
Mark Moore AL
Ronald Milstead AL
MINI SR
Dana Benware Nor
Buddy Boystun Nor
W. Murray Nor
POWDER PUFF
Kathy Murray Nor
Karen Berkvist Nor
100 NOV
Stephen Riggio Nor
Jerry Smalling Mon
Clint Gourley AL
100 INT
S. Wilkinson Nor
D. Wooldridge Nor
Bill Jones Nor
100 SR
Kevin Cox Nor
S. Gilberson Nor
Kevin Lough Nor
175 SR
Jim Lowe AL
Dave Schell Nor
Randy Eaton Nor
125 NOV
Danny Demuth Nor
D. Wilkinson Nor
Chris Wright Mon
125 INT
Ron Martyn Nor
Rick Allsup Nor
S. Ellington AL
125 SR
Jim Lowe AL
B. Fujimoto Nor
Tory Franks Nor
175 NOV
Steve Feld AL
Rick SIlsup Nor
Keith Beck —
175 INT
D. Wilkinson Nor
S. Ellington AL
Joe Feld AL
250 NOV
Bill Schneider Nor
Ray Simmons —
Larry Auck Nor
250 INT
Don Snyder Nor
Lee Rosenberry Nor
Dale Ferry Nor
250 SR
Kelly Callaway Nor
Jim Lawson Nor
Eddie Coulter —
500 NOV
Bill Schneider Nor
Dean Wilkinson Nor
Mike Balow Nor
500 INT
Don Snyder Nor
Lee Rosenberry Nor
Larry Auck Nor
500 SR
Kelly Callaway Nor
Don Boyd Mon
Dale Perry Nor
HSMX TEAM SCORES
North High 1184
Alta Loma 344
Montclair 132

Matterhorn Hillclimb
Saddleback Hillclimbers. Association
Orange, Cal.
Oct. 26, 1975
By Ann A. Powell

MINI CLASS
Steve Stith Hon
125
Tom Turner Hon
Steve Stith Hon
250 STOCK
Dave Powell Suz
Randy Daugherty CZ
25 0 MOD
Wes Evans Bul
360 STOCK
Jim Garner, Jr. Yam
Clyde Peterson Yam
360 MOD
Wes Evans Bul
Clyde Peterson Yam
400 STOCK
Kerry Peterson Mai
Dave Powell CZ
400 MOD
Kerry Peterson Mai
450 MOD
Wes Evans Suz
500 STOCK
Ed Shaver Yam
Clyde Peterson Yam
500 MOD
Carl Collier Yam
Neal Mackel Hus
Ken Miller Tri
650 STOCK
Tom LaRue Tri
Don Robinson Tri
David Burk Tri
650 MOD
Ken MillerTri
Ken Morgan Yam
Bill Correll Tri
OPEN
Ed Shaver Tri
Neal Mackel Tri
John Bjorkman Tri
OVERALL
Kerry Peterson Mai

Lake Whitney MX
Whitney, Tex.
Oct. 26, 1975
By Dave Nielsen

MINI JR
Jerry Martin Yam
Cli nt McCann Yam
Terry Tinney Hon
SR MINIBIKE
Doug Gaunce Yam
Darin Eames Yam
Tony Nielsen Hon
OVER +)
Ed Terrell Yam
Jim Edwards Yam
Hazen Smith Yam
100 NOVICE
Ron Kunz Suz
Mark DiCorte Suz
Chris Powell Suz
125 NOV DIV I
David Flores Yam
Greg Biggs Yam
Craig Adams Yam
125 NOV DIV II
Bobby Elliott Yam
Jerry Schwartz Hon
Ken Walden Hon
125 INT
David DiCorte Yam
Joe Wolfe Hon
Mike Athens Hon
125 EX
Dickey Turnbo Yam
Mike Hullett Suz
Allen Pope Suz
250 NOV
David Banton Yam
John Wentworth Mai
Bobby Green Suz
250 INT
Frankie Thomas Yam
Charlie Wiese Yam
Randy Johnson Suz
250 EX
Bobby Pickard Pen
Ricky Kidd Hus
Nat Segovia Hus
OPEN INTER
Vic Doyle Bul
Randy Jones Bul
Hazen Smith Yam
OPEN EX
Nat Segovia Hus
Ricky Kidd Hus
Robbie Blackmon Mai

Mosier Valley MX
Arlington, Tex.
Oct. 19, 1975
By Dave Nielsen

JR MINIBIKE
Darren Burns Yam
Dubby McAda Hon
Eldon Hultgren Hon
SR MINIBIKE
Mark Loving Hon
Johnny McGee Hon
Doug Gaunce Yam
OVER 30
Ed Terrell Yam
Jerry Boren Yam
T. C. Carter Yam
100 NOV
Ron Kunz Suz
Gary Harrison Yam
Chuck Taylor Pen
125 NOV DIV I
Robbie Pannell Bul
Randy Marhsall Suz
Andrew Prior Hon
125 NOV DIV II
Bobby Blackweider Hon
Jesse Wheat Suz
Ty Thomas Yam
250 NOV
John Wentworth Mai
Larry Heitman Bul
Stan Palla Yam
125 INT
Dennis Goodson Suz
Sean O'Brien Bul
Mike Cordell Hon
125 EX
Shawn Smith Yam
Ricky Kidd Hus
Mike Hullett Suz
250 INT
Ronnie Curtis Bul
David Reynolds Bul
Scott Beamis Yam
250 EX
Bobby Pickard Pen
Jody Foust Mai
Wyman Priddy Bul
OPEN INT
Joe Dowdy Suz
Vic Doyle Bul
Walter Hickey Mai
OPEN EX
Wyman Priddy Bul
Jody Foust Mai
Mark McDonald Suz

Spillway Park MX
Santa Maria, Cal.
Oct. 26, 1975

MINI JR
Bobby Gran Yam
Mike Baron Yam
MINI INT
Randy Dyer Yam
100 JR
Bob Dixon Suz
100 INT
Rusty Baron Hod
100 EX
Rick Davis Suz
125 JR
Dave Drewisch Yam
Bobby Perry Hon
Jon Harshbarger Hon
125 JR B
Robert Landis Yam
Scott Kile C-A
Rich Pogue Hon
125 INT
William Reyes Hon
Doug Lawrence Yam
125 EX
Mark Gambetta Hon
250 JR
Mike Pinslow Kaw
Bill Lauer Hus
Chuck Myers Suz
250 INT
Mike Cook Bul
Conrad Brooks Suz
250 EX
Stan Rice Kaw
Phil Taylor Hon
Fred Price Hus
Manny Angulo Bul
OPEN JR
Mark Force Yam
OPEN INT
Ray Marshall Suz
OPEN EX
Sherman Schneller Suz

Viv Raceway MX
Tabor, Iowa
Oct. 25, 1975

MINI
Randy Golden
Curt Cashatt
John Lanham
125 B
Brian Tinley
Don Raskey
Rod Chalupa
125 A
Brad Jones
Gail Hunter
Monty Mohler
250 A
Terry Francis
Bob Summers
Dan Houtchins
OPEN B
Bill Nielsen
Gein Bickel
OPEN A
David Byrd
Scott Gurnett

Top 20 District 36 Enduro Experts As of Oct. 27, 1975 By F.L. Showers, Jr.

John Clark	101
Bob Keys	100
Ben Bower	94
George Neilson	88
George Hendrix	83
Rod Goehring	79
John Troutt	79
Jim Conway	76
Jim Sparks	76
Charley Morgan	72
Frank Showers	68
Randy Carles	68
John Nior	68
Bob Mullarkey	66
Gene Kelso	66
Art Mennick	66
Cliff Glidden	66
Dan O'Keefe	65
Ray Davis	63
Troy Kelso	59
Jack Steck	59
Glen Clinton	58
Bud Hamilton	58
Jim Newsom	56
Shep Johnson	53
Glen Topliff	52
Larry Bays	52
Dick Sangalli	52
Gary Holmes	50
Ron Martinez	49
Bruce Irwin	45

Las Vegas MX
Las Vegas, Nev.
Nov. 2, 1975

MINI BEG	
Kenny Keefe	YZ
Rod Harvey	Hon
Kevin Frederickson	Hon
MINI 60	
Danny Encinias	Yam
Butch Williams	Hon
Joe Sandbakken	Hon
MINI 80 EX	
Chris Howard	Yam
Donnie Toti	YZ
Joey Dee	Hon
MINI 80 AM	
Joe Lohnes	YZ
Joe Aguiliera	YZ
Ken Kersey	J&H
MINI 80 NOV	
Tom Seifman	YZ
Steve Rebeil	Yam
Curt Wiker	Hon
100 AM/EX	
Keith Watson	Yam
Daniel Holtz	Yam
Casey Underwood	MB
100 NOV	
Curt Walker, Jr.	Hod
Tiny Seriven	Yam
Mike McLeod	Suz
125 EX	
Glen Munyan	D7G
Rick Polson	Hon
Mike Hines	FMF
125 AM	
Mark Stanley	Hon
Gino Cursoli	Hon
David Thomsen	Hon
125 NOV	
Charles Harkey	Yam
Virgil O'Neal, Jr.	Hon
James Werkmeister	Suz
125 BEG	
Brian Davidson	Hon
OVER 30	
Erwin Golden	Suz
John VanHoove	Mai
Fred Bartsch	Yam
250 EX	
Doug Stadtlander	Kaw
250 AM	
Tom Lichty	Mai
Robert Beckett	Hus
Jimmy Yell	Yam
250 NOV	
Jeff Nickell	Hus
Chris Brown	Yam
John VanHoove, Jr.	Bul
500 EX	
Ron Harris	Bul
John Van Hoove	Mai
Erwin Golden	—
500 AM	
Dan Purdy	Mai
Neil Thrugood	Yam
500 NOV	
Richard Dashley	Bul
Brett Proctor	Bul
Steve Chalker	Yam

TT Scrambles
Elsinore, Raceway
Elsinore, Cal.
Oct. 18, 1975
By Andi Gangewer

MINI BEG A	
Bo Steffen	Hon
Pat Taylor	—
Jeff Blackmore	Hon
MINI BEG B	
Kirk Johnson	—
Mike McBride	Hon
Gailerd Whitcomb	Hon
MINI NOV/AM	
Ken McIntire	Hon
Dale Dugger	Hon
Eugene Brown	Hon
100 COMB	
Terry Singleton	Hon
Don Tortorelli	H-D
David Pierce	Kaw
125 BEG	
Mike Neely	Yam
Gary Russell	Hon
250 BEG	
Ron Ewanchew	Mac
Patrick Egan	Yam
125 NOV	
Don Shearer	Yam
Mac Streagle	—
Jimmy Wright	Yam
SPEC EX	
Ron Sheets	—
Dick Lewis	—
Steve Tinsley	Bul
250 NOV	
William Fulton	Bul
Roy Porter	Oss
Bryan Thibodeau	Yam
S & S SPEC	
Don Shearer	—
Mike Montgomery	—
Joe Steffen	—
500 OPEN NOV	
Mike Montgomery	Yam
Chuck Hall	—
Gordon Lour	Kaw
SPEC NOV	
Steve Colford	Bul
William Fulton	Bul
Ed Wine	Yam
125 AM	
Jim Speigle	YZ
Donald Acker	Hon
Randy Throne	YZ
200-250 AM/EX	
Joe Steffen	—
Steve Loomis	Yam
Bob Eary	Yam
500 OPEN AM/EX	
Mark Reichert	Yam
Keith Moss	—
Ron Sheets	—

Moreno Valley MX
De Anza Cycle Park
Sunnymead, Cal.
Nov. 1, 1975
By Allen Kunst

250 BEG	
Bob Haddox	Hon
George Sioss	CZ
Jim Pepper	Bul
250 INT	
Roy Helsheimer	Mai
Gary Cain	Kaw
OPEN BEG	
Joe Stout	Yam
Keith Weisegarver	Yam
Paul J. Luty	Yam
OPEN EX	
R.E. Harris	—
Gene Schrank	Yam
Ron Adams	Hon
125 INT	
Brent Price	Hon
MINI BEG	
Dennis Shaffer	Hon
100 BEG	
Billy Anagnostou	Hon
125 POWDER PUFF	
Pam Schrank	Yam
125 BEG	
Jim Karns	Yam
Lloyd Hilton	Hon
Ray Torres	Yam

Spillway AME MX
Santa Maria, Cal.
Nov. 2, 1975

MINI JR	
Bobby Gran	Yam
Keith McLaughlin	Hon
MINI INT	
Randy Dyer	Yam
100 JR	
Bobby Ward	Suz
Mike Carrell	Yam
100 INT	
Bill Petersen	Suz
125 JR	
Robert Landis	Yam
Dave Drewisch	Yam
Rich Pogue	Hon
125 INT	
Brett Cross	Hon
Tim Oliver	Suz
Tom Flynn	Hon
125 EX	
Tom Bass	Suz
Ken Roush	Yam
250 JR	
Frank Waite	Suz
Bill Lauer	Hus
Terry Evans	Suz
250 INT	
John Brown	Hus
Conrad Brooks	Suz
250 EX	
Stan Rice	Kaw
Ron Bass	Suz
Rob Rollins	Bul
OPEN JR	
George Walker	Hus
OPEN INT	
Ray Marshall	Suz
OPEN EX	
Sherman Schneller	Suz
OVER THE HILL GANG BEG	
Rabbitt Ron Huebert	Hon
Jon Phelps	Yam
Cheap Chuck Myers	Suz
Phil Komenchuck	Yam
EXPERT	
Ray Marshall	Suz

DesChutes Cycle Park
Bend, Ore.
Oct. 26, 1975
By Nancy Thomas

MINI JR	
Eric Hall	Hon
Randy Thomson	Yam
MINI INT	
James Smith	Hon
Ron Wylder	Yam
100 JR	
Bill Toland	Hon
Todd Lowry	Hon
125 JR	
Lonnie Hamilton	Yam
Steve Monahan	Hon
Chris Sargent	Hon
125 INT	
Jeff Cairns	Hon
Tim Johnson	Hon
Mark Hall	Hon
125 Ex	
Les Womack	Yam
Eldy S. Wendsen	Yam
Mitch Kirkpartick	Hon
250 INT	
Jim Swendsen	Yam
John Brown	Hus
Jim Gladish	Suz
OPEN EX	
Randy Limbeck	Mai
Brian Hall	Suz
Rod Kentner	Yam
TURKEY	
Jim Walker	Bul
Bob Chaney	Ric

Sunnyvale MX
Sunnyvale, Cal.
Oct. 26, 1975
By Steve Castillo

MINI	
Jeff Kusanovich	—
Steve Machado	—
OLD TIMERS	
Gary Arnold	Yam
Dick Hack	Bul
Paul Eaton	Mai
100 JR	
Wayne Schatz	Suz
Jesse Nickell	Hon
Bob Congden	Suz
125 JR DIV I	
Rich Tiago	Hon
Brad Jones	—
Walt Egbert	Hon
250 JR DIV I	
Jim Zack	Suz
Dick Goldsmith	MV
Steve Benakovich	Hon
250 JR DIV II	
Brad Rulion	Hon
Paul Corbisiero	Yam
Dick Harltey	Yam
OPEN JR	
Curt Wilcox	Yam
Brian Rockwell	Hon
Mike Bonner	Hon
125 INT	
Chuck Cummings	—
Bob Pachal	Hon
Keith Daviar	Yam
250 INT	
Lee Robson	Suz
Dick Ridley	Suz
John Sullivan	C-A
OPEN INT	
Scott Davis	Mai
Tom Green	Mai
125 PRO	
Glenn Jennings	Hon
Mike Preston	Nog
Dan Dobbins	Hon
250 PRO	
Mike Middleton	Suz
Rudy Leon	Pen
Randy Nielsen	YZ
500 PRO	
Steve Snider	Mai
Jeff Mullns	Hus
Rory Rundle	CZ

Action Raceway
Redding, Cal.
Oct. 19, 1975
By Gary Kirkpartrick

PEE WEE	
Bobby Moore	Hon
MINI JR	
James Boyd	Hon
Brian Pearson	Ind
Mark Stone	Hon
MINI INT	
Randy Cotney	Ind
Don Bramlett	Yam
100 JR	
Fred Edwards	Suz
John Goodrich	Yam
Mike Mendez	Hon
125 JR	
Lance Lollar	Car
Leon Ellis	Hon
Don Kirkpatrick	Suz
John Gambill	Hon
125 INT	
Jim Fisk	Kaw
Mel Sample	Hon
Tom Odikirk	Yam
250 JR	
Jim Siler	Hus
Ken Fourley	Suz
Dan Frisbie	CZ
250 INT	
Layman Gattis	Pen
Jason Lamoureaux	Kaw
250 EX	
Manfed Herend	Pen
OPEN JR	
Donnie Brown	Yam
Dale Jarvis	Mai
Jim Matheson	Yam
OPEN INT	
Mike Richter	CZ
OPEN EX	
Tad Gumbman	KTM

CMC Night MX
Irwindale, Cal.
Oct. 31, 1975
By Jon Hayt

MINI EX	
Rick Simmons	Hon
Mark Maxstadt	Hon
Ed Glover	JH
MINI JR DIV I	
Gary Tafoya	Hon
Harvey Perez	Hon
Gary Wagner	Yam
MINI JR DIV II	
Don Laverty	Ric
Bill Custer	Hod
Dan Brockman	Suz
125 PRO	
David Taylor	Yam
Ed Clark	Hon
Robert Marino	Hon
125 INT	
Jim Harris	Hon
Tom Peterson	Hon
Kirk Bennet	Suz
125 JR DIV I	
Tom Earle	Hon
Ernie Ruiz	Yam
Dan Dworak	Hon
125 JR DIV II	
Bo Herren	Yam
Keith Ehlers	Hon
Scott Martineau	Kaw
250 PRO	
Val Tamietti	Mai
Rex Staten	Suz
Jeff Vidic	Mai
250 INT	
Tim Silva	Suz
Richard Harris	Suz
250 JR	
Duane Cave	Mai
John Wilson	Hon
David Bakey	Mai
500 PRO	
Jeff Jennings	Bul
Bill Rubly	Mai
Robert Zing	Suz
500 INT	
Ed Miller	Bul
Craig Phillips	Hus
500 JR	
Dennis Bonnett	Mai
Steve Huth	Hus
Mike Stell	Mai

Pleasure Island MX
Port Arthur, Tex
Oct. 26, 1975
By Mark Knowles

MINI BIKE JR	
Von Thomas	Hon
MINIBIKE ST	
Duke Moore	Hon
OVER 30	
Bobby Guilbeau	Yam
Wayland Payne	Hon
Kenneth Oubre	Yam
100 AM	
Mike Lagaza	Yam
Jr. Bush	Suz
Terry Blanton	Yam
125 NOV	
Randy Blackwell	Suz
Kelly Sparks	Hon
Ron Carabraugh	Suz
125 AM	
Guy Romine	Hon
Curt Hawkins	Hon
Stuart Cotton	Hon
250 NOV	
Bob Vatter	Yam
Dale Mirabella	Yam
Robert Runnell	Yam
250 AM	
Mike Morgan	CZ
Mike Gil	Bul
Lawrence Lucia	CZ
COMBINES EXPERT	
Terry Guidry	Bul
Tim Royer	Hon
Rick Resweber	CZ

Short Track
Indian Dunes, Cal.
Oct. 24, 1975
By Dee Harris

250	
Tony Seagle	Hon
Tony Herranera	Suz
MINI	
Ricky Ryan	Hon
Danny Batholoman	Hon
EXPERT	
Rob Morrison	Bul
Murray Hoffman	Hus
Shaw Leipold	Hon

CMC MX
Carlsbad, Cal.
Nov. 9, 1975
By Mike Yada

500 PRO	
Bob Maxwell	Bul
Bill Rubly	Mai
Sherman Schneller	Suz
Donald Martins	Suz
Chip Howell	Hus
500 INT	
Dennis Wilson	CZ
Ken Yarnall	CZ
David Moates	Suz
500 JR	
John Hormuth	Hus
Randy Ayersman	CZ
Robert Spicer	Yam
250 PRO	
Robert Elliot	Hus
Val Tamietti	Mai
Mike McGowen	Suz
Sherman Schneller	Suz
Jeff Matthews	C-A
250 INT I	
Darrell Brown	Mai
Steve Pflug	CZ
Peter Smith	Mai
250 INT III	
Gary Cox	Yam
Rick Asch	Suz
Jonas Gaaf	Suz
250 JR I	
Ken Nannenhorn	Yam
Michael Ramos	Hon
Ted Fasteas	Suz
250 JR II	
Mike Sole	Kaw
Steve Evans	Suz
Dan Swain	Mai
125 PRO	
Danny LaPorte	Fra
Mike Bell	Hon
David Taylor	Yam
Ted Weeks	Hon
Tom Settle	MCE
15 INT	
Don Turner	Yam
Randy Hess	FMF
Gerald Stewart	Yam
125 JR I	
Abian Leflevier	Hon
John Moyer	Yam
Danny Lunsbury	Hon
125 JR II	
Jim Burton	Suz
Mike Yada	Suz
Dan Diamico	Suz
100 JR	
Ralph Longo	Suz
Bob Light	Hon

Desert Knights H & H
Red Mountain, Cal.
November 9, 1975

OPEN EX	
Doug Winchell	Yam
Ron Wright	Yam
Jim Sumners	Yam
OPEN AM	
Robbie Parma	Yam
Ed Zarp	Yam
Roger Kiefer	Yam
OPEN NOV	
Fred Cole	Yam
Terry Honeycutt	Yam
Ron Andrews	Yam
250 EX	
Larry Roeseler	Hus
Cordis Brooks	Bul
Bruce Ogilvie	H-D
250 AM	
Mark Zoller	Yam
Jim Beardsley	Yam
Mark Cotter	Yam
250 NOV	
Randy Neal	Yam
Bruce Jones	KTM
Paul Christensen	Yam
175 EX	
D.C. Williams	Yam
Max Eddy	KTM
Randy Williams	Hon
175 AM	
Gene Rock	Yam
Chuck Green	Yam
Dick Benson	Hus
175 NOV	
Gary Graham	Yam
Jim Squyres	Yam
Doug Otton	Hon
100 EX	
Charlie Hamill	KTM
Marc Cartwright	KTM
Doug Martin	Hod
100 AM	
Jeff Bennington	Hod
Tom Allen III	DKW
Mike Vorendran	Hon
100 NOV	
Scott McConnehey	Hod
Steve Webb	Suz
Charles Freeman	Ric
SR HEAVYWEIGHT	
Charles Hermansen (e)	Yam
Bill Stewart	Yam
K.E. Armstrong	Hus
250 SR	
George Walker	C-A
Wendell Park, Sr.	Hon
Ed Phelan	Mon
175 SR	
Fred Hopkins	Yam
100 SR	
Dick Kelsey	DKW
Tom Webb	Hod
WOMEN'S DIV	
Dawn Grant	Hus
Marlene Ripple	Hon
Lynette Zuber	Yam
Christine Fazio	Hus

DRA 250 Class Point Standings thru Oct. 19, 1975

1. P. Stumbo	1936
2. M. Johnston	1190
3. D. Miller	1025
4. B. Padilla	860
5. T. Steffins	858
6. Greene	856
7. T. Mitchell	846
8. P. Jones	785
9. B. Balentine	740
10. M. Smiley	715
11. L. Upp	711
12. J. Klug	701
13. D. Tipton	675
14. E. Froelich	655
15. R. Jensen	610
15. D. Posson	595
17. S. Bigler	566
18. A. Kirker	560
19. R. Feltz	537
20. M. Zoller	494
21. J. Sutton	482
22. L. Stark	482
23. M. Lee	480
24. S. Neal	478
25. S. Rugg	421
26. G. Erl	403
27. T. Strong	400
28. R. Smith	385
29. A. Newell	381
30. D. Sanchez	379
31. P. Harris	369
32. B. Findley	365
33. B. Denham	361
34. W. Cook	360
35. J. Steen	345
36. J. Bosank	344
37. J. Fransway	334
38. R. Griffin	334
39. R. Smith	325
40. J. Nicolini	320
41. V. Schmid	305
42. J. Wright	300
43. E. Rodine	300
44. S. Sutton	189
45. R. Voight	298
46. K. Brown	295
47. G. Mays	292
48. B. Burkhart	290
49. F. Collins	285
50. R. Fleming	280

We wish to thank

the following individuals and companies whose assistance and products helped us finish the Baja 1000.

Axtell — **Motorcyclist Magazine**

Circle Industries — **Sunshine Yamaha**

Lucas No. America — **Castrol Oils (Burmah-Castrol)**

Yamaha International

K & N Air Filters — **Malcolm Smith**

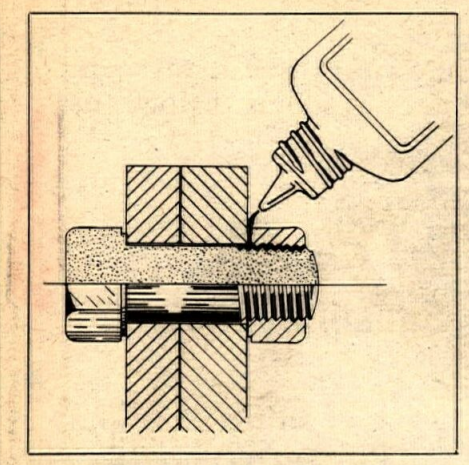
Champion Spark Plugs — **Bel Ray**

Graham Sheet Metal — **Hooker Headers**

Mark Harris

And special thanks to Jan Ridell, the Peraltos, and everyone in Baja who helped us.
THANK YOU!
Roger Ridell, Bryon Farnsworth, Don Roberts

NEW PRODUCTS

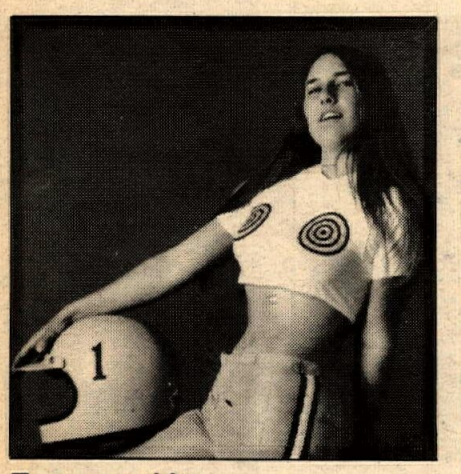


Loctite "wick 'n lock"

Remember the last time you tried to Loctite your motor mount bolts? Since they were rusted solid, you had to use an eight-foot pipe on the end of your wrench to get enough leverage for disassembly. Or the time you were thinking about how to secure a bolt as you were getting ready to ride, but you had the foresight of a politician and didn't bring the tools necessary for disassembly. Well now Loctite has come out with Wick 'n Lock, which requires no disassembly in order to do the job. Using "capillary action" (just like your bod) the stuff penetrates the threads. "Available at auto jobbers around the country."

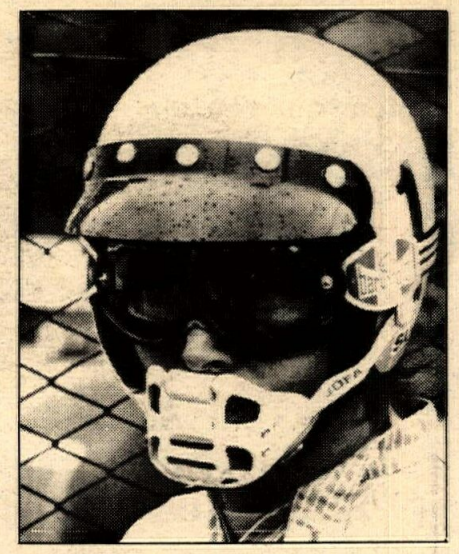
Malcolm Smith tool bag

Your never-ending search for a neat place to stash some hootch for a cold winter enduro or race has ended at the gas tank. Malcolm personally tested his tool bag in the recent "Roof of Africa" win, though he didn't say what he carried in there. It will fit most center-mounted gas tanks, costs $19.95, and is available in tan or black.



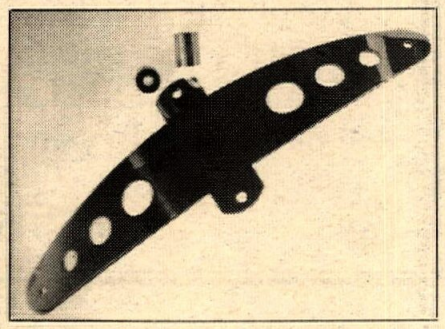
Target tee-shirt

Although the nifty abbreviated version is Sue's own design, all you guys and gals can get Target's Tee Shirt in the regular sizes and styles. Two bull-eyes for gals, guys must specify "macho marksman model" for their single bulls-eye. The price for the Target International Tee Shirt is $3.50 postpaid, and yes, you can use just the initials when ordering from Target Products, Inc., 2724 West Main, Alhambra, CA. 91801, Attn: Desk U 101.



Baruffaldi goggles

Roger DeCoster says "I use Baruffaldi because they are the best." Harry Everts was speechless. The goggle they are wearing is most similar to No. 906. It comes with a clear or smoke snap-on lens. You can snap those lenses on or off and adjust the air vents while riding. They're available for $6.95 through your dealer or Cosmopolitan Motors, Inc., Jacksonville and Meadowbrook Roads, Hatboro, Pennsylvania 19040.



Pro-Tech hi-fender mount

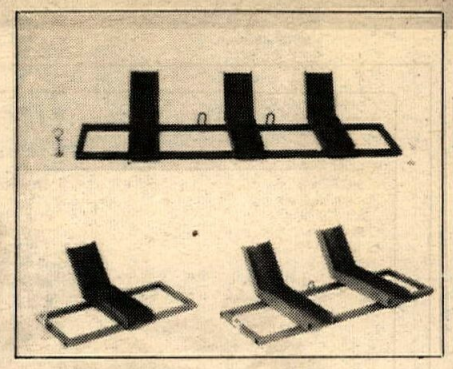
It has been proven that tear-offs, goggles, eyes, etc., last longer under muddy conditions if your front fender is in one piece. Pro-Tech Cycle Products, always eager to help – and make a buck – offers a polished alloy high fender mount. Fits Yamahas and most other bikes. $12.10 from Pro-Tech Cycle Products, 924 W. Williamson Avenue., Fullerton, CA. 92632.

Malcolm Smith baja grande gas tank

Malcolm Smith's new Baja Grande plastic tanks will hold 3.8 tacos, or 2.5 burritos, a dash of hot sauce, and/or just under 4 gallons of smelly liquid. Designed to comfortably straddle Yamaha's monoshock as well as wide frame bikes such as the new-style Honda XLs, KTMs and Pentons. It incorporates the universal center mount. Comes complete with all mounting hardware, and a vented, leakproof cap. Available in five attractive colors, no less. For $49.95, they had better be attractive.

Casler face saver

Save your face! No more rasberries on your nose or chinkelberries on your chin. It's lightweight, shatterproof and vented. A super variety of colors; clear, black and silver. You don't even have to pay extra for mounting hardware. Get the works for $7.50 from Casler Performance Products, 1031 West Brooks St., Ontario, CA 91762.

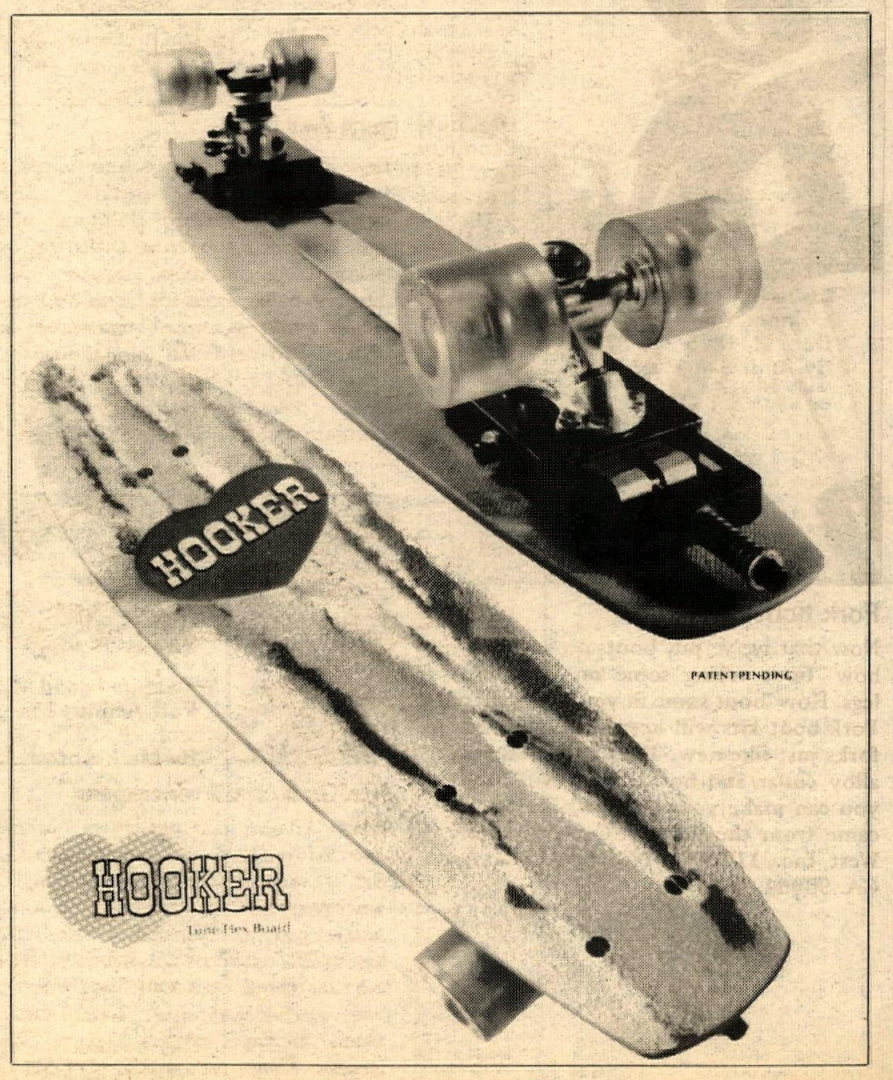


Interior motorcycle rack

If you're the kind who gets upset when a bike goes astray in your van, punches a hole in your expensive paneling and/or your neat stereo speaker, then T & H Works Unlimited's Porta Rack will help sooth and protect those frazzled nerves. Golly, gee whiz, you can get these 16-gauge square steel tubing racks, to fit one-three bikes for between $19.50 and $36.50. For more information, send a buck to T & H Works Unltd., Dept. C4-7, 7119 Laurel Cyn. Blvd. No. 3, North Hollywood, CA. 91605, and they'll send you a 32-page catalog.

Hooker tune flex skateboard

Hooker is revolutionizing high performance skateboarding. The Hooker Tune Flex is an exciting suspension system combined with a superior fiberglass board for total versatility. This sytem can tune the board's spirit for any style and weight. The wheel base can be changed easily (without drilling). One simple adjustment can release the energy of a flex board for the wildest hotdogging or assure the stability and security of a rigid board for high speed runs. For tricks, turns, or races, the Hooker board can be dialed into just the right performance attitude. Hooker boards are 24 inch fiberglass with sure-grip deck. Hardware is black anodized aluminum. Trucks are double action with urethane wheels (front Slicks, rear stokers). It's available with complete suspension system, trucks, and wheels in rainbow, at $59.40. Or competition yellow, $58.40. Send check or money order to Hooker Skateboards, 1032 West Brooks St., Ontario, CA. 91762. Postage included. California residents add 6% sales tax. Sorry, no C.O.D.

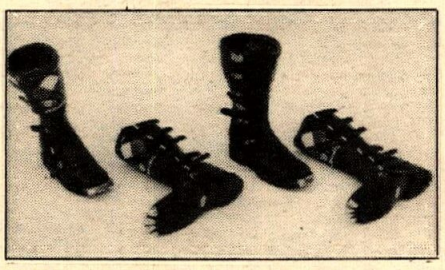


The talking plant

Cycle News constantly endeavors to keep readers informed on the latest in trends and unique innovations. Here's a goodie that will magically transform your basic creeping charlie into a blabbermouth. This novel product blends a beautifully designed wood planter with a battery operated phonograph device to create "the talking plant." Why not purchase a dozen of these little marvels to really keep the conversation flowing? The offer includes a booklet called "Talking care of your plants" plus Gabby Green happy leaf. Suggested retail price: $9.95-$19.95. McCurdy-Skalicky Enterprises, 4023 W. 160th St., Lawndale, CA. 90260. 213/371-5753.

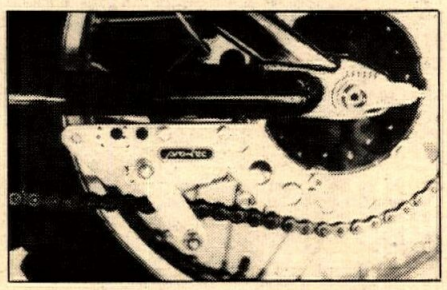
Fork boot kits

Now that we've put boots on your feet, how 'bout trying some on your fork legs. How 'bout some in your ear? These Fork boot kits will keep those seals and forks just like new. The kit comes with alloy collar and boots. For just $14.99 you can make your slug look like it just came from the factory. Cycle Products West, Inc., 11900 W. Pico Blvd., W.L.A., CA. 90064.



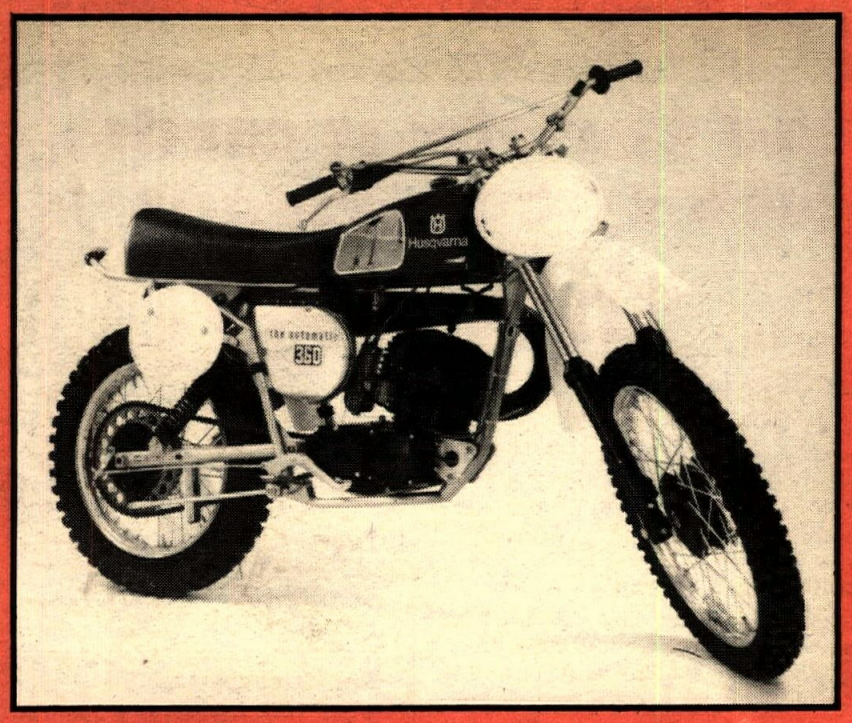
DeCoster boots

How would you like to put yourself in Roger DeCosters' boots. Sound impossible? Torsten Hallman makes your dream come true with DeCoster designed motocross boots. These klinkers have steel toe caps and quick release buckles, smooth motocross soles or sure-grip for desert and enduro nuts. They come in sizes 6½ (for little squids) up to 13 (for you biggies). Torsten Hallman Racing, Inc., 1490 Fayette St., El Cajon, CA. 92020.



Pro-Tech chain tensioners

Lynn Wilson has added the complete line of Pro-Tech chain tensioners to her list of motorcycle products. Pro-Tech tensioners provide constant tension and insure proper chain alignment offering up to 20% more chain life. It's designed for use on all standard and long travel rear suspensions and won't bend or break because of its unique fold-up design. Easy to install, priced from $21.95. Lynn Wilson Motorcycle Specialties, PO Box 653, Chatsworth, CA. 91311.



Husqvarna wins No-belt Prize with 360 Automatic for 1976

By Charles Clayton

Recently Hans Hansen won the Novembercross for the second year running on a new automatic transmission 360cc motorcycle developed by the Swedish Husqvarna factory. Rolf Tibblin tells us that the Novembercross, a 14-hour cross-country mud and snow race held annually in Sweden, is the toughest test of its type anywhere, including Baja. Rolf has won them all, and he should know.

Now the factory is releasing this revolutionary new, beltless automatic to the American public. The motorcycle press was introduced to the shiftless 360 along with the rest of the 1976 Husky range in a one-day, hands on equipment, tech session at Carlsbad Raceway last week.

A locking release lever mounted on the handlebars is activated before starting the Automatic. It is easy to light the engine, using the conventional kickstarter on the left side. While the release lever is engaged, the engine is in "neutral," and can be revved, warmed up, tuned or whatever.

With the engine ticking over slowly at idle, the rider disengages the neutral lever, and the machine is ready to ride or race, simply by turning the throttle. No clutch, no gearshift, and no synchronization is needed. The four-speed transmission senses when to shift and automatically makes the gear change, up or down, so smoothly that it is barely noticeable. Dirt drags and motocross match races pitting the 360 Auto against conventional 360 Huskies proved that the Automatic holds its own in competition with its peers, and Brad Lackey plans to campaign an Automatic in national motocross next season.

Under its emerald tank, the Automatic engine pod weighs four pounds more than the 360CR Husky, owing mainly to the use of aluminum cases instead of the CR's magnesium. Inside the compact lower end is a series of four centrifugal clutches, with metal-on-metal contact, and three all-metal freewheeling devices incorporated in the indirect gears. Nested shafts of Swedish steel carry the sets of three lower gears and clutches. A main clutch on the engine output shaft prevents rear wheel lockup should the engine stop for any reason – a safety feature we would like to see on road models. Primary drive is via helical gears. The Auto sports the 360WR pipe and a 36mm Bing carb. It takes a special arctic oil developed by Exxon to lube the gearbox.

Husqvarna engineers have been developing this transmission for several years, and seem to have it perfected. The 360 Automatic will retail for several hundred dollars more than the foot shift Huskies. Publisher Sharon Clayton thinks it is worth it. She bought one.

360CR and WR

After Works racer Heikki Mikkola won the 500cc World Championship last year on one, Husqvarna saw no sense in vastly revising their big motocross weapon. The 360CR gets better fork seals, a new French Gurtner 38mm carb, CDI Motoplat ignition, ABS plastic fenders, heavier duty steering head bearings, and a quieter tuned pipe. Grippier footpegs and a magenta-colored alloy tank round out the detail changes for 1976. The WR (Wide Ratio) cross-country 360 shares the CR's improvements, besides having fitments for speedometer and lights.

Don't send Christmas cards . . . reach 55,000 friends this way.

Here's the deal:

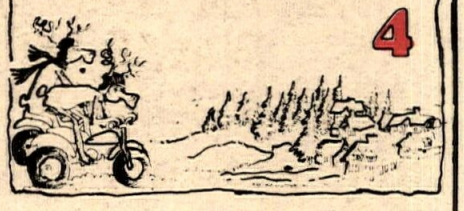
We will give you any one of these ads expressing appreciation to your customers for only $25 each. (Reg. $36.50)

The special part: You can run this ad in any or all of our December issues! But hurry! Christmas will be here before you know it!

Seasons Greetings
to our customers & friends
2
(your name, address, phone no.)

Seasons Greetings
to our customers & friends
3
(your name, address, phone no.)

Merry Christmas
to our customers & friends
(your name, address, phone no.)
4



Seasons Greetings
to our customers & friends
5
(your name, address, phone no.)

Seasons
Greetings
to our customers & friends
6
(your name, address, phone no.)

Just fill out the coupon below and rush it to:

Cycle News West
Advertising Dept.
P.O. Box 498
Long Beach, CA 90801

Cycle News Instant Christmas Greeting

I am enclosing $_____ for _____ Ad(s) to appear in _____

☐ Issue 48 ☐ Issue 49 ☐ Issue 50 ☐ Please bill my account

Circle your ad choice

No. 1 No. 2 No. 3 No. 4 No. 5 No. 6

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

REGULARLY SCHEDULED EVENTS

This section has been split into two parts (West and Central) to reflect the merger of Cycle News Central with the West paper. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events," "West," or "Central." Events will automatically appear each week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

WEST

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy. 23 & Tierra Rejada Rd., S of Moorpark, CA. All classes, sil. req. 805/529-9546.

BICYCLE MX
Western Sports A-RAMA on Lincoln btwn. Glassell & Batavia in Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 9:30 am. Entry $2.50, discount card avail. 714/998-6373, 998-3535.

BICYCLE MX
Saddleback Park, Orange, CA. Power Strokers '75. Sign up at 11 am, 1st race 1 pm. 714/639-5832.

ESCAPE COUNTRY MX
Trabuco Cyn., Ca. San Diego Fwy., El Toro exit, E 13 mi. First Day thru Ex. Sign up 7:30 am, prac. 7:45-8:30, race 9 714/586-7964.

MOTOCROSS
Eugene, Ore. I-5 to 126 West in Eugene, to Danebo. 11th & Danebo in Eugene. Prac. 10-11, race 11 am. Entry $2 gate, $3 ride. All classes, Beg/Nov/Ex. 33% trophies, 100% Pro p.b. 503/344-0140.

BMX
Corona Rcwy., Corona, Ca. 1:30 pm start. $3 entry, no gate fee. Downhill course. 714/998-3535.

MOTOCROSS
Elsinore Rcwy., Lake Elsinore, Ca. Hwy. 71 at Lugonia Ave. Gate $1, race $5. Sign up 8 am, prac. 9, race 10. Sil. req'd. 714/826-2386, 674-5383.

2nd Sunday

SRAC/BRRMC MX
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy. 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes, minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 9. 303/443-0825.

TT SCRAMBLES
Sidewinder Speedway, Kingman, Az. 6mi. E of Kingman, Hwy. 66, access at Airport underpass. Start noon. Entry $5. All classes mini thru Open. Sign up 10 am. 30% trophies. 602/753-6470.

1st & 3rd Sunday

AME MOTOCROSS
Fly-n-Rcwy., Thermal, CA, 6 mi. S from Indio take Airport Rd. to track. Open 7 am, sign up and pract. 8-9, race 9. Entry $6, Ex. $12, non-memb. add $2. 100% p.b. to Ex. Free overnite camping at track. 714/328-4512.

TT & HALF MILE
395 Cycle Park. No membership req'd. Sign up 8:30-9:30, race 10. $3 entry, $2 gate to 12 and over. Customer overnite camping OK. 25% same day brass. Hwy 395, Adelanto, CA. 714/246-6109.

2nd & 4th Sunday

MOTOCROSS
395 Cycle Park. No memb. req. Signup 8-9 am, pract. 8:30, race 9:45. 40% brass. Entry $7, no gate to rider. Gate $2 to over 12. Free customer camping. Hwy. 395, Adelanto, Ca. 714/246-6109.

2nd,3rd & 4th Sun.

ATLANTIS PARK
Atlantis Park, Garden Grove, CA. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. $4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

1st & 3rd Tuesday

M.O.R.E. MEETING
Orange County Chapter. Trask & Newhope St., Garden Grove, OCMC Clubhouse. Meetings start at 7:30 pm. 714/542-8964.

2nd & 4th Tuesday

M.O.R.E. MEETING
San Fernando Chapter. 1523 Fifth St., San Fernando, CA. Meeting starts at 7:30 pm. 213/361-8530.

Every Wednesday

NITE MOTOCROSS
OCIR, Irvine, Ca. gate open 5 pm, prac. 6, race 7. Entry $6, %10 Ex. Cash back to Ex. Bar-B Promotions. $3000 med. ins. 714/993-6910.

Every Thursday

CMC MOTOCROSS
Portland International Rcwy., Portland, Ore. Gate open 5 pm, sign up by 6:45, race 7. 100% p.b., 30% trophies. 503/285-7060.

R.A.C.E. MX
Corona Rcwy., Corona, Ca. Beg-Nov-Am-Ex. Gate open 5 pm, prac. 6, race 7. Entry $4 memb., $5 non-memb. 100% p.b. to Ex. 30% same day brass. 714/689-1913, 735-1705.

CMC MOTOCROSS
Delta Park, Portland, Ore. Gate open 5 pm, sign up 5-6:30 pm, prac. 6, race 7. 100% Pro p.b. 30% trophies (6 per class). 503/285-6635.

Every Friday

AMC NIGHT MX
Orange Cty. Intl. Rcwy., Irvine, CA. 200% Pro p.b., 30% brass. Entry $6, all classes. Non-memb. $2 extra. $3000 rider med. cov. Open 5 pm, race 7:30. 714/581-2778
Free rider gate.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Sign up 6-7:30, race 8. Entry $5 Sptsmn., $10 Ex. 100% p.b. to Ex. 30% trophy Sptsmn. $3000 med. ins. AME lic. req. PO Box 1421, Reseda, CA 91335. 213/881-5778.

R.A.C.E. HSMX
Corona Rcwy., Corona, Ca. Open to Inland Empire Leagues. Gate open 5 pm, prac. 6, race 7. Gate $2 student, $2.50 adult. 714/689-1913, 735-1705.

BICYCLE MX
Western Sports A-RAMA on Lincoln Btwn. Glassell & Batavia in Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 6:30 pm, entry $2.50. Discount card avail. 714/998-6373, 998-3535.

CMC NITE MX
Irwindale Raceway, Irwindale, CA. Gate open 4:30-6:30 pm, prac. 6-7, race 7:30. Entry $6 inc. admission. No gate fee for riders. Spec. $3 adults, $2 13-16 yrs., $1 8-12 yrs. Under 8 free. $3000 rider med. cov. Post entry only. 714/557-3323.

2nd & 4th Fridays

SHORT TRACK
Indian Dunes, Valencia, Ca. Minis-360cc. Class "C" traction. All new facilities. Tech. insp. 7:30 pm, prac. 8, race 8:30 pm. Money to Ex. 213/540-2351.

Every Saturday

R.A.C.E. BMX
Bicycle MX, Corona Raceway, Corona, CA. PO Box 388, Corona. 91720. Open noon, race 1 pm. Entry $2, no spectator fee. Downhill course. 18 different classes. 30% trophies, same day, fin. ribbons. 714/735-1705, 689-1913..

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign up 7:30 am, race 9. $5 all classes. 714/653-2633, 735-1301.

D-36 MOTOCROSS
Live Oak Raceway, 9 mi. N of Yuba City on Hwy. 99-signs to track from stop light. Sign up 4 pm. prac. 4:30-6, race 6:30. $7 post entry, $5 mail. All classes. Live Oak Racing Assn. 541 Main St., Yuba City, CA. 95991. 916/673-1090, 673-7767.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy., El Toro exit, E 13 mi. First day thru Open classes. Memb. req. Open 7 am, race 9. 714/586-7964.

BMX
Saddleback Park, Orange, CA. American Bicycle Assoc. Sign up 11 am, 1st race 1 pm. 714/639-5832, 597-0478.

R.A.C.E. MOTOCROSS
Corona Rcwy., Corona, CA. Open 8:30 am, prac. 9, race 10. Entry $5 memb, $6 non-memb. Reg classes, plus Vets and Minis. 30% same day trophies, 100% p.b. to Ex. 714/735-1705, 689-1913.

B.O.S.S. CMC
SEMI PRO MX
Helvetia Park, CA. Harbor Blvd. 5 mi. along Sacto River. Gate open 6:30 am, race 9. Entry Sptsmn. $8, Pros $15. 30% trophies, 100% p.b. 916/362-2796.

TT SCRAMBLES
Elsinore Rcwy., Lake Elsinore, Ca. Hwy. 71 at Lugonia Ave. Gate $1.50, race $3. Sign up 5 pm, prac. 6, race 7. Sil. req'd. 714/826-2386, 674-5383.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. Gate open 7:30 am, prac. 8, race 9. No memb. req. Jr. $7, Ex. $12 with $10 p.b. Jr. ride 3/twenty min. motos. I/E 2/40 min. motos. For info. 714/830-8010.

BICYCLE MX
Valley Cycle Park, Moorpark, CA. Sign up 9 am, start 10. 805/529-9546.

2nd & 4th Saturday

MOTOCROSS
Carlsbad, Ca. Jr/Int $6, Ex. $10. 100% p.b., 30% trophies. Gate open 8am. races over 2pm. Long motos. No memb. req. Husqvarna. Gate $2.50 riders. 714/729-3492.

CENTRAL

On any Sunday

PRO-AM SHORT TRACK
Baytown Raceway, Baytown, Tx. Pro-Am. Exit I-10 at North Main Exit. 2 mi. N of I-10. Info: Earl Turner (713) 576-6025.

AMA SHORT TRACK
Mid-Am Motorcycle Raceway. Lincoln, Neb. Pro-Am. (402) 464-4244.

Every other Sunday

MOTOCROSS
Long-Acres MX, 12 mi. W of Mannford, OK on old Hwy. 51. All classes, Am-Nov. Race at 12:30 p.m. (918) 865-4028.

1st Sunday

MOTOCROSS
At the Big Dig. Albuquerque, N.M. Broadway to Los Piarcos Rd. S, turn left cross bridge, and turn left to Albuq. Drage. 1 mile past Drag. Race at 11 a.m. 298-7013.

MOTOCROSS
Thunderbird Park. 5 mi. E of Claremore, OK. Follow signs on US 66.

PRO-AM MX
Oak Ridge MX Park, Lufkin, Tx. Pro-Am. 3 mi. E of Lufkin on Hwy. 103. (713) 634-3122 Larry Clark.

HILLCLIMB
Lake Whitney Cycle Ranch, Tx. Noon race. $2 entry fee. Info: Texas Hillclimbers Assn. (214) 337-7534.

Every 1st, 3rd Sun.

MOTOCROSS
League City, Tex. I-45 to Hwy. 518 W 2.5 mi. Start 11:00. (713) 332-5313.

OAK HILL MX
Located between Alvord & Decatur, Tex. on Hwy. 287-81. Exit at Mt. Zion Rd. (817) 427-2663.

MOTOCROSS
Sooner MX Park, Amber, Okl. Amateur. 37 mi. SW of Okl. City, take Hwy. 37 to Tuttle, then Hwy. 92 S to Amber. Info: (405) 672-9629, 239-8532.

MOTOCROSS
Seminole County MX Park, OKla. Pro-Am. 9 mi. S of Seminole. New Hwy. 99. Info: (405) 382-5818.

D-20 AMA MX
Centex MX Park, Cameron, Tx. Pro-Am. 4 mi. W of Cameron on Hwy. 36 and 190 towards Temple. (817) 697-2835. Dist. 20.

MOTOCROSS
Chappell Hill MX off Hwy. 290 at Brazos River, Chappell Hil l, Tx.

MOTOCROSS
Blood, Sweat, & Gears, Inc. Stillwater, OK. Am. I-35 to Stillwater exit (Hwy. 51), E 4 mi., then 2.5 mi. (405) 336-5173 nights.

MOTOCROSS
Swan, Tex. 6 mi. N of Tyler in the Piney Woods. Race 12:30 pm. Rain or shine. (214) 561-1463.

MOTOCROSS
K&R Motocross, Pauls Valley, OK. $360 purse. Also Am., Nov., mini and PP trophies. Exit I-35 at Paoli, 4 mi E, follow signs. Prac. 10, race at 12. (405) 484-7546.

1st, 3rd, 5th Sun.

MOTOCROSS
Squabble Creek, Rockwall, Tx. I-30 to Rockwall exit, Hwy. 205, turn N, 6 mi. thru town, to FM 552, then left to track. Trophy races. (214) 272-6376.

MOTOCROSS
Austin MX Park, Austin, Tx. Pro-Am. (512) 451-2326.

PRO-AM MX
Mosier Valley MX Park, Euless, Tx. Pro-Am. Hwy. 157 N from Dallas-Ft. Worth Tpk. (I-20) 5 mi., left on Mosier Valley Rd. to track. (817) 267-9153 or 277-9918.

2nd Sunday

D-20 AMA MX
Cyclerama, San Antonio, Tx. I-35, right on Loop 410 W. Exit on Southon Rd., left and follow signs. (512) 736-2891

PRO-AM MX
Paradise Valley MX Park, Alvarado, Tx. 3 mi. S of Alvarado on I-35 W, Greenfield and Barnsville exit 2 mi. E, follow signs. (817) 478-5100.

TRIALS
By West Texas Trials Assn. Bill Hembree (915) 263-4283.

2nd & 4th Sun.

MOTOCROSS
20 mi. NE of Denton, Tx. Take Hwy. 455 off I-35 to 352 and follow signs. Info: (817) 686-5035.

AMA MX
Oak Tree Motocross Park, 1 mi. off Hwy. 35 on FM 46 Danbury, Tex. (713) 849-4461 or 922-1145.

MOTOCROSS
Denton Valley Cycle Track, Tx. From Dallas take I-35 S to Loop 288 exit. W till light. N on McKinney Rd. past Mayhill to track. 382-1607.

MOTOCROSS
Stemmons Cycle Park, Tx. I-35 between Carrolton and Lewisville, exit Sandy Lake Rd. Prac. 9 a.m. (214) 243-6247.

MOTOCROSS
Davis, OK. 3 mi. S of Davis on Hwy. 77, or ½ mi. N of I-35 on Hwy. 77. (405) 369-2117.

MOTOCROSS
San Marcos Motopark, Tx. (512) 392-5979.

MOTOCROSS
Kingfisher Raceways, Inc. OKl. Pro-Am. Hwy. 33 E 3 mi. then 3 mi. S. (405) 263-7377.

MOTOCROSS
Big Creek MX Park, Tx. Near Lake Summerville, next to Big Creek Marina. (713) 822-9430.

2nd, 4th, 5th Sun.

MOTOCROSS
Rio Bravo Park, Houston, Tx. (713) 991-3230 or (713) 458-0090.

3rd Sunday

HILLCLIMB
Dallas, Tex. Between Hwy. 80 and Dallas-Ft. Worth Turnpike in Dallas. Noon start. (214) 337-7534.

MOTOCROSS
Carlsbad Motorcycle Park, N.M. US 285 N to Carlsbad, N.M., take Canal St. N across Pecos River. Track on right, after railroad tracks.

MOTOCROSS
San Angelo, Tex. Go S on Hwy. 277 8 mi., then W 2.2 mi., follow signs. (915) 655-5061.

Every 4th Sun.

PRO-AM MX
Southwest MZ Park, Lockhart, Tx. Pro-Am. (512) 398-3328.

MOTOCROSS
Longview, Tx. I-20 past Kilgore, exit FM 2087 right, first house on right. (214) 663-0011.

MOTOCROSS
Lake Whitney Cycle Ranch, Tex. I-35 to Hillsboro, W on Hwy. 22 about 15 mi. to FR 2960. Left 3 mi. (817) 694-2901.

Every Fri. night

MOTOCROSS
Mansfield Night MX Park, 3 mi. S of Mansfield, Tx. on Hwy. 157, right where Hwy. divides and follow signs. Race 8:45 p.m. (817) 267-9153.

SHORT TRACK
Deanza Raceway, Claremore, OK. (918) 446-6650.

Every 1st & 3rd Fri.

HALF-MILE
Erie, Col. at Col. National Speedway, Pro-Am. 20 miles N of Denver on I-25 and follow signs. (303) 443-0825.

Every Sat. night

MOTOCROSS
Douglas Motorcycle Raceways. Pro-Am. I-40 to Douglas Blvd. exit. Go S 2½ mi. to 59th ½ mi. S to track. (405) 677-1381, 732-0212.

SHORT TRACK
Will Rogers Memorial Center Barn 8, Ft. Worth, Tex. 1/16 mi. short track, TT, or MX. (817) 268-0681 or (214) 276-0409.

SHORT TRACK
Thunderbird Park. 5 mi. E of Claremore, OK. Race 8 p.m. (918) 341-8282 J.M. Jackson.

Every 4th Saturday

MOTOCROSS
Rusk Lions Clubs MX Park, 3 mi. NE of Rusk, Tx., on FM 768. Gate open 9 am, race 2 pm. Entry $3. 214/683-2811 days, 683-4750 eves.

INTER-SHOWS
Presents
ANOTHER ALL INDOOR
MOTORCYCLE
(AND RELATED ITEMS)
SWAP MEET

• Oil • Tools • Engines
• Tires • Shocks • Helmets
• Boots • Silencers • Leathers
• Even Complete Motorcycles
• All New & Used Parts & Accessories!

Special seller's space price:
Just ten cents per square foot!
10 by 10 foot...100 square foot spaces... just $10! Set-up begins at 2 pm. Friday.

Buyers: $1 (over twelve)
Under twelve: 50 cents

FRIDAY - Nov 21
6:00 pm - Midnight
Orange County Fairgrounds • Costa Mesa

FOR INFORMATION AND TO RESERVE YOUR SPACE, CALL: TIM FISHER (714) 639-7440
or write to 714-492-9938
INTERSHOWS
P.O. Box 334
San Clemente, Ca. 92672

VALLEY RACING ASSOCIATION
Nov.16 $600 Purse
Nov. 9, Nov. 23 100% EX. Pay
Moorpark, Calif. (805) 529-9546
Valley Cycle Park

RIDE THE 4TH ANNUAL PVDR
TURKEY SHOOT ENDURO Nov. 23
2 Loops — 70 Miles — All Family classes — Gift Certificate Drawings
PVDR, P. O. Box 282, Montclair, CA 91763 714/626-7696

Racing motorcycles beats working . . .

Race Schedule
Nov. 16—Indian Dunes (Int'l Track) Challenge Race
Nov. 23—DeAnza Cycle Park
Nov. 30—Indian Dunes (Int'l. Track)
Nov. 30—DeAnza Cycle Park
Dec. 7—Indian Dunes (Shadow Glen Track)
CRC
Info: 213-830-7519

AMERICAN MOTO-CROSS A.M.E. INC. ENTERPRISES
Race with AME
1st Sunday—Valley Cycle Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 8:00-9:00 First event 9:30
2nd & 4th Sunday—Indian Dunes Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 7:30-8:30 First event 9:00
Beg, Jr, Int $6 Mail, $10 Post, Pros $12 Mail, $15 Post.
Every Friday Night—Indian Dunes
AME License required—$7 per year
$4000 MEDICAL INSURANCE
SANCTION AVAILABLE
A.M.E., PO Box 1421
Reseda, CA 91335 213-881-5778

Ride With The Best
CMC
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
EVERY WEDNESDAY—SOUTH BAY SPEEDWAY,
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
EVERY WEDNESDAY - ASCOT
CMC LICENSE REQUIRED $7.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

November 11-12

BLM LAND USE MTG.
New Mexico Multiple Use Advisory Board. Albuquerque Inn, Third and Marquette Sts. Open to the public. Those with oral or written statements should contact the BLM State Director, PO Box 1449, Santa Fe, N.M. 87501. Telephone requests or messages to Doyle Kline, 505/988-6316.

November 12

SAN DIEGO O.R.V. CITIZEN'S COMMITTEE
San Diego Off-Road Vehicle Citizen's Advisory Committee. 7:30 pm, Rm. 407, San Diego Cnty. Administration Center, 1600 Pacific Hwy, San Diego, Ca. Report on I.P.O. plan, guide lines for Doing Plan.

November 13

BLM LAND USE MTG
O&C Multiple Use Advisory Bd. 9 am, Rm. 852, Bonneville Power Adm. Bldg., Portland, OR. Open to public. Environmental issues on agenda. Written statements to State Director, BLM, PO Box 2965, Portland, OR 97208.

November 15

D-36 SEMI PRO INDOOR S.T.
Orland, Ca. All classes plus minis. Gates open 5 pm, pract. 6, race 8. Aragon MC. 415/892-5350.

D-36 INDOOR SHORT TRACK
Exposition Bldg., San Jose Cnty. Fgds. Signup 4-6:30 pm, pract. 5-6:15, race 7. Entry $4, 100% p.b. to Ex. Quiet bikes only, Class "C" tract. 415/327-4461.

November 16

FAMILY ENDURO
Plaster City, CA. Marked from Dunaway Rd. & I-8. Entry 1 loop -$5, 2 loops $8. PP & -16 ride first loop only. Teams add $1 per member. Entries open Oct. 1. Start 8:01 am. El Cajon MC, 8622 Rumson Dr., Santee, CA. 92071. 714/449-1910, 292-1435.

NMA MOTOCROSS
Indian Dunes, Valencia, Ca. 8:00-9:30 sign-up. Cash to mini Ex. in form of "tuner awards" Pee-wee thru 125cc. Entry $5. 213/340-4704, 805/259-8000.

SRA RIVERSIDE GP
Riverside Int'l Rcwy., Riverside, CA. All classes go 70 mi. Team race, 20% trophies, fin. pins. 8 mi. dirt and pavement course. Camping OK. 213/320-1015.

B.O.S.S./CMC MX
Helvetia Park, Harbor Blvd., West Sacramento, Ca. Gate open 6:30 am, race 9. Entry $8, $15 Ex. 100% p.b. to Ex., 30% brass. 916/635-5240.

CRC MX
Indian Dunes, Valencia, Ca. Int'l course. 3 motos, 30% brass same day, cash to Ex. All classes, inc. -16, +30 & Womens Div. Gate open 7am, race 9:30. Sptsmn. $6, EX$10. Non-memb add $2. 213/830=7519.

VRA MOTOCROSS
Valley Cycle Park, Moorpark, Ca. Gate open 7 am, prac. 8, race 9. All classes, incl. Mini & PP. $600 Ex. purse. 30% brass. Entry $8, Ex. $10. 805/529-9546.

D-36 SEMI PRO SCRAM.
La Grange Rodeo Grds., 32 mi. E of Modesto, Ca., on Hwy 132. Knobbies recommended. Gates open 7 am, signup and pract. 9-11:30, race Noon. Entry $3.50 1st bike, $2.50 2nd. Westside Eagles MC. 209/883-0206, 529-1620..

DESERT WHEELS MX
Edwards AFB, corner Forbes and Lancaster Ave. Signup 8-9:30 am, race 10. $5 entry. Same day brass, no spectator fee or Pro class. 805/258-4250.

CMC MOTOCROSS
Dunlop Cycle Park, 38 mi. E of Fresno, Ca., on Hwy. 180, 4 mi. to track on Dunlop Rd. Pract. 8 am, race 9. Jr/Int entry $6 mail, $8 post. Ex. $10 mail/$12 post. 150% p.b. to Ex., 30% trophies, free camping. Mail entries to Dan Green, 2250 E. McKinley, Fresno, Ca., 93703. 209/233-1834.

D-37 TT SCRAMBLES
Sandak Racing Assn., Elsinore Rcwy. Gate open 7 am, pract. 8, race 9. 714/870-5220.

AME MOTOCROSS
Sage Park, Ridgecrest, Cal., 15 mi. N of Red Mtn. on Hwy 395. $1000 purse. 9 am start, entry $6, Ex. $15. 714/375-4536.

RAINIER TRANS-AMA
Puyallup Rcwy. Park, WA. Tickets $6 in advance from International Raceway Parks, PO Box 506. Kent, WA. 98031 until Nov. 8. Tickets $7.50 at gate. Race Hdqtrs. changed to Rodeway Inn in Tacoma. 206/631-1550.

CMC MOTOCROSS
Cloverdale Rd., Old Hwy. 99 to Happy Valley Rd. btwn. Anderson & Redding watch for signs. PeeWee $4, Am/Nov $7, Ex. $15. 100% p.b. to Ex. Gate 8 am, prac. 9. Action Raceways. 916/241-1100.

AMA MOTOCROSS
Spillway Park, Santa Maria, Ca. 9 am start. Jr/Int entry $5, Sr. $10. North/South Over the Hill Gang race, free beer to all gang members after race. 805/937-6171.

CMC SADDLEBACK
Saddleback Park, Orange, Ca. [illegible] open 7:30, sign [illegible] 8:30, race 9. En[illegible] Int $7 mail, $10 p[illegible]. Pro $12 mail, $15 post. CMC lic. req'd. $3000 rid. med. ins. CMC, PO Box 1402, Costa Mesa, Ca. 92626. 714/557-3323, M-F, 10am-3pm.

$1000 purse

AMA HILLCLIMB
Carnegie Cycle Park, Livermore, Ca. 10 am start, $4 entry. Campbell MC "Championship." PO Box 783, Sunnyvale, Ca. 408/251-3331.

AMC RAWHIDE
Rawhide Cycle Ranch, Lake Elsinore, Ca. Gate open 8 am. No mail entry, $6/$12 post, non-memb add $2. $3000 rider med. cov. 30% brass same day. 100% Ex. p.b. 714/581-2778.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Ca. Start 9 am. Entry $15 Ex., $8 all others. 100% p.b. to Ex. 30% Sptsmn. brass. Sign up 7:30-8:30. 415/634-3328, 634-2086.

D-36 HARE SCRAMBLES
Wilseyville, Ca., 25 mi. E of Jackson. 9 am start, $7 entry. No minis. Polka Dots MC, 5978 Marlin Circle, Carmichael, Ca. 95608. 916/967-0993.

ATA TURKEY SHOOT TRIALS
Reche Cyn. area, Fwy. 91 thru Riverside, Ca. to Washington offramp. Beginners welcome. Signup 9, rider's mtg. 10. Entry $3 ATA memb., $4 non-memb. $2 per bike entry for whole wknd. Camping free. Orange County Trialers. 714/830-1937.

MDRA DOT SCRAMBLES
Ponderosa, 15 mi. E of Hwy 14 thru Lancaster, Ca., on Ave. J. 70 mi., 25% brass, fin. pins, comm. by AV REACT. 714/875-1713, 874-1728.

D-37 HARE 'N HOUND
SoCal MC Turkey Run. Limed from Olancha, Ca. 10 am start, $8 entry. 2x40 mi. loops, no whoops. Class winners chase turkeys. Pie plates welcome. 805/527-9310.

D-37/D-38 MOTOCROSS
Carlsbad Rcwy., Carlsbad, Ca. Gate open 6 am, Ex/Am, PP and Hacks signup 7, race 9. Nov. signup at 11, race noon. Entry $6, those 2/o AMA card add $2. Dirt Bike Promotions. 714/560-0426.

HILLCLIMB
Saddleback Park, Orange, Ca. Hill-in-the-Hole. Saddleback Hillclimber's Assoc. Race against the clock. Gate open 7:30 am, 1st run 9:30. 33% trophies, stock and mod. classes. 714/558-1584.

CENTRAL

MOTOCROSS
Alvord, Tx. N of Decatur on 287-81 6 mi., exit Mt. Zion Rd. and follow signs. 10:30 am start, entry $4 Nov., $5 Int. 817/427-2663 eves.

MIKADO RCWY. GP
Mikado Raceway, Stephenville, TX. $7000 in prizes and cash. Noon start, pract. Sat. afternoon and Sun morn. Spark arrestor req'd. Entry $15 mail, closes Nov. 8. Post entry on Sat. Nov. 15, $20. Start pos. first come, first serve. Mikado Rcwy, Star Tr., PO Box 126, Stephenville, TX 76401. 817/965-6179.

MOTOCROSS
Wichita, Kansas Sprockets, 63rd Street So., 143 St. E. For info: (316) 776-2539.

MOTOCROSS
Grand Junction, Colo. N of Grand Junction off I-70. Take airport exit N. Info: D.E. Burgener (303) 494-7303.

TT SCRAMBLES
Berthoud, Colo. 40 mi. N of Denver on I-25 (Exit 121), double back on access road. Info: (303) 494-7303 D.E. Burgner.

AMATEUR MX
Oak Hill Park, N of Decatur, Tx. on 287-81 6 mi., exit Mt. Zion Rd., follow signs. Entry $4, $5, Prac. 8-9:30 am, race 10:30. 817/427-2663 eves.

JOHN ZINK ENDURO
John Zink Boy Scout Ranch, W of Skiatook, OK. $12 mail entry, before Midnite Nov. 7. Post entry $15. 65 mi., AMA sanct. Bikes must not be louder than 92 dbA. Mail entry to Scott Syler, 4134 W. Pittsburg, Tulsa, OK 74135. Tulsa Trail Riders Inc. Key Time 8 am.

November 17

D-36 REFEREE & COMP. COMMITTEE MTG
8 pm, Fairfield Holiday Inn. New '76 committees and protests.

November 19

HSMX
Indian Dunes, Valencia, Ca. Sylmar High vs. Kennedy High. 1 pm start. 213/363-4741.

November 20

BLM LAND USE MTG.
Socorro District Multiple Use Advisory Board. 9:30 am, Socorro Dist. Office, 200 Neel Ave., Socorro, N.M. Open to public, first Board mtg. Those with oral statements should contact the Dist. Manager, PO Box 1456, Socorro, N.M. 87801 by Nov. 19. 505/835-0412.

November 21-23

CUSTOM CAR, ROD AND MC SHOW
Long Beach Arena, Long Beach, Ca. 16th Annual. (213) 588-1934, 24 hr. info.

November 21

BLM LAND USE MTG.
Albuquerque District Multiple Use Advisory Board. 9 am, Albuquerque Dist. Office, 3550 Pan American Fwy NE, Albuquerque, N.M. Open to the public, Environmental issues on agenda. Those with oral statements should contact the Dist. Manager prior to mtg. Written statements may be submitted prior to or at mtg. 505/766-2455.

MINI BIKE GP
Richmond Rambler's Clubhouse, S off Hwy 17 at Garrard Blvd. in Richmond, Ca. Riders by invitation only. Specators $1. 415/235-6505.

November 22-23

BAJA de SADDLEBACK
Professional off-road race, Saddleback Park, Orange, CA. Approx. 75 mi. on a 5 mi. course. 125cc, 250cc & Open classes. $50 entry. 50% p.b. + contingencies. Bob Maynard. 714/530-7340.

November 22

D-36 SEMI PRO INDOOR S.T.
Orland, Ca. All classes plus minis. Gates open 5 pm, pract. 6, race 8. Aragon MC. 415/892-5350.

D-36 INDOOR SHORT TRACK
Exposition Bldg., San Jose Cnty. Fgds. Signup 4-6:30 pm, pract. 5-6:15, race 7. Entry $4, 100% p.b. to Ex. Quiet bikes only, Class "C" tract. 415/327-4461.

D-36 SEMI PRO SHORT TRACK
Reno Park Sports Arena, 16 mi. N of Reno on Hwy. 395. Championship Series. Indoor 1/10 mi. track. $5 entry, incl. ins., Semi pro $4. Sign up 4:30-5:30, prac. 5-7, race 7:30. 702/972-8376.

INDOOR SHORT TRACK
110 SW 53rd, Corvallis, OR. Mufflers, Class "C" tires, no license req'd. Pract. 7, race 8. 503/753-4581.

SEMI PRO MX
Carnegie Cycle Park, Livermore, Ca. Gate open 6 am, prac. 7, race 9. AMA lic. and Sportsman cd. req'd. 408/732-1197.

November 23

AMA SCRAMBLES
Pioneer Arena, Oakdale, CA. S on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Sign up 7:30-10:30, prac. 9-11, race 12 noon. Semi Pro $3.50 entry + extra $2.50 at sign up. 100% Pro p.b. + $25 added purse in each Ex. class. All classes & minis. Entry $3.50. 209/869-1457.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, Ca. Basic tech. of trials ridino [illegible] to more advanced [illegible]. Sign up 9 am, sch[illegible] 10, comp. 12. Sign [illegible]at 11:30 & ride trial. Only. $5 for club memb. $7 non-memb. Free schools for memb. $2 non-memb. PO Box 2155, Orange, Ca. 92669.

CANCELLED

B.O.S.S./CMC MX
Sacramento Off Hwy. Vehicle Park, formerly McGill Cycle Park. I-50 to Sunrise in Rancho Cordova, E to Whiterock, L 8 mi. to park. Gate open 6:30, race 9. Entry $8, $15 Ex. 100% p.b. to Ex., 30% brass. 916/635-5240.

DRA HARE SCRAMBLES
California City, Ca. Limed 17 mi. N of 4/Corners on Hwy 395, L side, also from Cal City Golf Course. 3x20 mi. DRA points, fin. pins, $340 purse. SCAT Comm., $3000 med. ins., 20% trophies. 714/373-4647.

B.O.S.S./CMC SEMI PRO MX
Sacramento Off Highway Vehicle Park (McGill Cycle Park), Sunrise to White Rock Rd. in Rancho Cordova, Ca., L 6 mi. Gate open 6:30, race 9. Entry $8/$15, 100% p.b. to Ex. entry ltd. to 400. 916/635-5240.

TURKEY SHOOT ENDURO
Lucerne Valley, CA. Limed on Hwy. 18 E of Lucerne, Pits on Camp Rock Rd. Start 7:01 am. Entry mail $7, 1 loop, $8.50, 2 loops, post $8.50 loop, $9.50 2 loops. All classes & teams. 20% brass to fin, fin. pins. Pomona Valley Desert Riders, PO Box 282, Montclair, CA. 91763.

SEMI PRO ROUGH SCRAMBLES
Pioneer Rodeo Grnds., Oakdale, Ca. $3.50 entry. + $2.50 at signup. 100% p.b. + $25 added purse in each Ex. purse. All classes + minis & pee wee. Sign up 7:30-10:30 am, prac. 9-11, race noon. 209/869-1457.

MOUNTAIN HIGH MX
34 mi. NE of Fresno, Ca. N on Hwy 41, signs posted from North Fork Turnoff. CMC sanct. Signup 6:30-9 am, pract. 9, race 9:30. 100% p.b. to Pros. Entry $6 mail, $8 post, $15 Ex. Mail entry to PO Box 464, Bass Lake, Ca. 93604. 209/291-8793.

TRACK II MOTOCROSS
Track II Cycle Park, Hwy. 97 N of Deschutes Jct., Bend. Ore. (Formerly Deschutes CP). All classes & minis. Gate open 8 am, sign up 8, prac. 8, race 10. Entry $8. Ex. 100% p.b. others $6. 503/477-3505.

D-36 TT SCRAMBLES
Lodi Cycle Bowl. 5801 Morese Rd., Lodi, CA. All classes inc. minis; Semi-Pro for Ex. Sign up & prac. 9-11, race noon. Entry $3.50, 1st, $1.50 2nd. 209/368-7182, 931-3722.

D-36 SEMI PRO HALF MILE
Orland, Ca. All classes plus spec. 750cc class, Ex. and Jr. only. Gate open 7 am, race Noon. Sil. req'd. Entry $4 mail, $6 post. Aragon MC, PO Box 1311, Novato, Ca. 94947. 415/892-5350.

VRA MOTOCROSS
Valley Cycle Park, Moorpark, Ca. Signup 7, pract 8, race 9. $8 Sptsmn. entry, $10 Ex. 100% p.b. to Ex., 30% trophies. No membshp. req'd. 805/529-9546.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, Ca. 3 motos Sptsmn. 2 long motos Ex.

Entry $6, Ez. $10, non-memb. add $2. Gate open 7 am, pract. 8, race 9:30. 213/830-7519.

CMC ROAD RACE
Willow Springs Rcwy., Rosamond, Ca. L off Hwy. 14 on Rosamond Blvd., 5 mi. to track. Gate open 7 am, prac. 9, race Noon. Trophies and money. Prod., GP, Cafe & 4-stroke GP classes. Entry $10 mail, $15 post. Mail entry to CMC, 3407 W. Olive, Burbank, Ca. 91505. 213/842-7433.

CMC MOTOCROSS
Argyll Park, 12 mi. S of Dixon, Ca., on Hwy. 113. Gate open 6:30 am, sign up 7, prac. 7:30, race 9. Entry $8 Nov/Int., $15 Pro. 100% p.b. to Pro, 30% brass. 916/678-3592, 678-9903.

ODRA DESERT RACE
20 mi. E of Bend, Or. on Hwy. 20. Entry $10, 10 am start. 2x50 mi. loops. ODRA points. Cascade MC. 503/389-3795 days, 382-0542 eves.

GRAND NAT'L BMX
Randall Ranch, Newhall, Ca. Gate open 7 am, pract. 8-9:30, race 10:30. Entry $3 memb., $3.50 non-memb. Pre-entry from any NBA track. To be filmed for nat'l TV. Trophies and prizes. 805/255-7397.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

CENTRAL

TT SCRAMBLES
Lafayette, Colo. 1 mi. E of Lafayette on State Hwy. 7 at Coal Creek. Info: (303) 494-7303

MOTOCROSS
Castle Rock, Colo. Turn left across from railroad tracks W of Castle Rock (Exit 91, I-25). Info: (303) 494-7303 D.E. Burgener.

TORRA MOTOCROSS
Lake Whitney Cycle Ranch. Hwy. 35 to Hilsboro, 22 to Whitney, Tx., follow signs. Start Noon, $4, $5, $8 entry. $1000 purse. 817/694-2901.

MIDWEST REGIONAL TRIALS
Mid-America Trials Team rock quarry, I-29 N from Kansas City, Mo., to Barry Rd. W to Childress, N and follow signs. "The Collarbone Cup." Open to Mas., Ex., Am. Novices may enter but Trial is difficult. Rider entry $3 plus $1 gate. First rider out at 10 am. 818/741-7615, 436-9369.

MOTOCROSS
San Marcos Motor Park, Hwy. 80 at River Rd. in San Marcos, Tx. Beginner and Intermediate classes only. Prac. 10 am, race Noon. $5 Entry, AMA rules. Food, drink & free showers avail. 512/392-7241.

November 28-29

SRA SPEEDWAY
Cow Palace, San Francisco, Ca. The Big One. Championship races + Handicap races. 8:15 pm. 415/334-4852.

November 28-30

MINICYCLE CHAMPIONSHIP
Minicycle and Schoolboy Nat'l Championship. North Fla. Rcwy., Jax, Fla. 904/284-2966.

November 29-30

D-37 EUROPEAN SCRAMBLES
California City, Cal., limed from Cal City Golf Course. Nov. & Women's Div. Sat., Am/Ex, Sr. on Sun. 8 am. Trail start both days. Entry $10, all proceeds go to D-37 legal fund. Double points. Rescue 3. 213/345-5049.

November 29

INDOOR SHORT TRACK
Douglas Cnty. Fgds., Roseburg, OR. Pract. 6:30-7:30 pm, race 8. Class "C" tires and mufflers req'd. 100% p.b. to Semi Pro class. 503/832-2303.

PRO INDOOR ST
Amarillo Civic Center, Amarillo, Tx. Mini Man class sign up 3-4 pm, tech insp. 3, prac. 3:30-5. 125, 360 A/B classes sign up 5-7, tech 4:30, prac 5:30-7. Races at 8. $400 360-A class purse. Entry $6.

P.I.T.S. STATE CHAMPIONSHIP TRAILS
Purisima Canyon, Half Moon Bay, Ca. Hwy. 1 S from Half Moon Bay 1¼ mi. to Higgens-Purisima Rd., L and follow markings. Sign up 8-10 am, start 10. $5 entry. Ltd. camping, no facilties or campfires. 415/368-3464.

November 30

D-36 SEMI PRO SCRAM.
La Grange Rodeo Grds., 32 mi. E of Modesto, Ca., on Hwy 132. Knobbies recommended. Gates open 7 am, signup and pract. 9-11:30, race Noon. Entry $3.50 1st bike, $2.50 2nd. Westside Eagles MC. 209/883-0206, 529-1620..

SADDLEBACK TRANS-AMA
Saddleback Park, Orange, Ca. Chapman E to Santiago Cyn. Rd. Noon start. Tickets from Liberty, Mutual. $7 advance, $8 at the gate. 714/558-1584.

B.O.S.S./CMC SEMI PRO M X
Argyll Park, 12 mi. S of Dixon, Ca. on Hwy. 113. Gate open 6:30 am, race 9. Entry $8/$15. 100% p.b. to Ex. 30% trophies. 916/635-5240.

SEMI PRO MX
Carnegie Cycle Park, Livermore, Ca. Gate open 6 am, prac. 7, race 9. No lic. req'd. 408/732-1197.

MOTOCROSS
Medford MX Park, Kirtland Rd., White City, OR. 100-125-200-250-Open classes plus Minis and OT. Also BMX. 100% p.b. to Ex. 503/855-7511, 773-1494.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Ca. Start 9 am. Entry $15 Ex., $8 all others. 100% p.b. to Ex. 30% Sptsmn. brass. Sign up 7:30-8:30. 415/634-3328, 634-2086.

GRIZZLY BEAR ONE DAY TRIAL
Fouts Springs, Ca., W of Maxwell on Hwy 5. 100 mi. trail and 4-6 special tests. No lites req. AMA sanct. $15 entry, 7 am start. 551 Miner Rd., Orinda, Ca. (415) 234-6556.

MOTOCROSS
Stockton Frgds., between I-5 and Hwy. 99 on Charter Way. $5 entry, no card req'd. 10:15 am start. PP & OT classes if over 5 entries. B&M Promotions. 209/463-2338.

S.I.R. MOTOCROSS
Seattle Intn'l Rcwy., Seattle, WA. CMC, NMA and CMA cards honored on intro. basis. 100% p.b. to Pros. 206/631-1550.

CENTRAL

MOTOCROSS
Aztec, Colo. 6 mi. E of Colorado Springs off State Hwy. 94. Info: (303) 494-7303 D.E. Burgener.

PRO-AM MX
Oak Hill Park, 10 mi. N of Decatur, Tx. on 81-287, off on Mt. Zion Rd., follow signs. $600 purse. Split programs, mini, Women, Sr., & Nov. race at 10 am, Int/Ex at 2 pm. -10 & +60 free, Nov $4, Int. $5. Sr. $6. $3 gate. 817/427-2663.

PRO CROSS COUNTRY
Armadillo Motor Pk., Irving, Tx. Hwy 183 to County Line Rd., S 2 mi. $1005 purse. Amateur race 11 am, Ex. race 1:30. 7 mi. track. Amateur pre-entry $7, post $12. Pro $10/$15, pre-entry deadline Nov. 20. Mail to J-R Enterprise, 4400 Bluffview, Dallas, Tx. 75209. 214/357-2200.

December 3

BLM LAND USE MTG.
Las Cruces District Multiple Use Advisory Boards. 9:30 am, in the District Office, 1705 N. Valley Dr., Las Cruces, N.M. 88001. Orientation and discussion of current programs in the District. Those with oral statements should contact the District Manager at the above address at least 5 days prior to mtg. 505/523-5571.

December 5-7

CUSTOM CAR, ROD AND MC SHOW
Earl Warren Shwgrds, Santa Barbara, Ca. 4th annual. (213) 588-1934, 24 hr. info.

December 5

BLM LAND USE MTG.
Folsom District Multiple Use Advisory Board. 10 am, Folsom Dist. Office, 63 Natoma St., Folsom, Ca. Agenda includes summary of programs and status reports on resource programs. Open to the public. Those with brief oral statements should contact the District Manager at the above address, zip 95630. 916/985-4474.

BLM LAND USE MTG.
Steering Committee, Nat'l. Advisory Board. 8 am-4 pm, Room 708, Colorado State Office, BLM, Colorado State Bank Building, 1600 Broadway, Denver, Co. Open to the public. Consideration and recommendations concerning policy. Those w/oral statements should contact the State Director at the above address by Dec. 3. Further info from Mr. G.C. Hinton, 303/837-4481.

December 6

D-36 SEMI PRO SHORT TRACK
Reno Park Sports Arena, 16 mi. N of Reno on Hwy. 395. Championship Series. Indoor 1/10 mi. track. $5 entry, incl. ins., Semi pro $4. Sign up 4:30-5:30, prac. 5-7, race 7:30. 702/972-8376.

INDOOR SHORT TRACK
Josephine Cnty. Fgds., Grants Pass, OR. Signup 5:30-7 pm, pract. 6:30-7:30, race 8. Class "C" tires only. Mini-100 Kids and +30-125-200-250-360cc classes. 506/476-2288.

December 11-12

BLM LAND USE MTG.
Riverside District Multiple Use Advisory Board. Holiday Inn, 300 W. Palmdale Blvd., Palmdale, Ca. On Dec. 12 the board will discuss the Draft Management Framework Plan for the El Paso-Red Mountain Resource Areas. Open to public. Those wishing to make oral statements should contact the District Manager, 1695 Spruce St., Riverside, Ca. 92507. Written statements may be submitted at the meeting or the above address. 714/787-1462.

American MX Finals Scholastic Qualifiers

11/15 Escape Country Corona
11/16 Spillway Escape Country
11/22 Carlsbad Corona Valley Escape Country
11/23 Indian Dunes Escape Country
11/29 Escape Country
11/30 Valley Escape Country
12/6 Escape Country (Finals)

CALENDAR

RAWHIDE CYCLE RANCH
W.H. Co. DBA
Family trail riding
Moto-Cross Race Schedule
Nov. 16 — AMC
Dec. 7 — Grand Opening Race (non-sanctioned)
Dec. 14 — CRC
20 miles from Corona
Perris
Lake Elsinore
73 miles from San Diego
2 miles East of Hwy. 71 on Hwy. 74
Open every Sat. & Sun. 8 am - 6pm
For info.. 714-595-3844

ESCAPE COUNTRY
$1000 Purse MX Nov.23
High School qualifying race every Sat. & Sun. for Anaheim Stadium Dec. 13
714-586-7964

INDIAN DUNES PARK
600 acres – hills, streams, sand
Family riding 7 days – 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5 on Highway 126 at Castaic
(805) 259-8000

Cycle News Want Ads do it.

☆ ☆ New MX ☆ ☆
Every Sunday
Elsinore Raceway
Gate $1.00 Race $4.00
714-826-2386 or 714-674-5383

1975 Turkey Run
Hare and Hound
limed from Olancha, Calif
100% Virgin Course
with sand dunes, balls-out sandwashes, fire roads and NO whoop-dee-doos.
Rescue 3 – Trail Novices all the way
November 16
So Cal M.C.
Last Hare and Hound of 1975

Every Friday Night MX
O.C.I.R.
AMC

AMC
RACE SCHEDULE
Nov. 16 – Rawhide
Nov. 23 – No Race
Nov. 30 – No Race
Dec. 7 – Carlsbad
INFO 714-581-2778

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Date of Event _____ Time of event _____
Type of event (*TT, MX, Enduro, etc.*) _____
Entry fee _____ Sanction _____
Location _____
Mailing address _____
How to get there _____
Additional information _____
Your name _____ Number to call for info (*with area code*) _____

Local hotline

(Continued from page 19)

Nights cooler, but Sixberry still hot

By Denise Bearshear

VALENCIA, CAL., OCT. 24
Jerry Shore, president of AME, attributed the lighter rider turnout at Indian Dunes to the cooler evenings. But Mike Sixberry (Yam) was really hot, creaming the 500 Pros. First moto, Dave Haugh (Mai) was pushing hard on Sixberry with Tom Claire (Suz) not far behind. NBR has finally ironed out the problems with Tom's 370 Suzuki, stemming from an essential piece in the carburetor, so Tom should continue to run up at the top in the future. Second moto, Bryar Holcomb grabbed second behind Sixberry, leaving Haugh in third. Overall, Dave still held second ahead of Holcomb.

In the 250 Pros, both motos were carbon copies. Don Hansen (Mai) topped Jon Miller's Suzuki, with Will Harper (Mai) taking third.

Bobby Jones and his Hacienda Honda had a clear shot at the 125 Experts, winning both motos. Second went to Andy Jannings (Hon) who edged out Gary Huber on a Cole Brothers' Suzuki.

Results in Results Section. ●

JON HAYT

Tom Earle, the one in the Halloween clown suit, put it to the 125 Juniors all three motos at CMC Irwindale.

Fulton, Colford Bul-lish at Elsinore

By Andi Gangewer

ELSINORE, CAL., OCT. 18
A big group of 125 Amateurs were out to challenge Jim Spiegle, the high-point trophy winner in the 125 class. Speigle, 16, from Oceanside, took off in first and held the lead to take the first moto checkered. Hemet's Robbie Loomis was second followed closely by Gary Smith.

Moto two was a complete change in every position but first which went again to Speigle. Second was Brad Wooten and third went to Randy Throne aboard a YZ. As the third moto rolled around, Speigle, was too confident and Donald Acker (Hon) took advantage of the situation and won. Speigle was held to second and Throne was third. Speigle still wound up first overall. Acker was second and Throne third.

Bryan Thibodeau (Yam) and Wayne Pollack (Bul), were the first two transfers from heat one of the 250 Novice race to the main. In the second heat, Bill Fulton (Bul) and Ray Porter (Oss) transferred. The semis would see the first two riders across the line go to the main. Ed Wine and No. 58, a mysterious, unknown rider, were the first lucky twosome, from semi one. Steve Carter and Ray Porter were the last to transfer.

As the main finally was called to the line, it was fast Bill Fulton who was off and leading. Bill wheeled his Bul around the track like a pro, but Porter wasn't far behind. As the checkered fell, it was Fulton, Porter and Thibodeau, the winning trio out of the big 18-man class.

Bultaco's had the advantage in the special Novice class. The first heat went to Steve Colford. Stan Walker – on a Suzuki – took the flag in the second heat. Both riders went directly to the main. Fulton came back to win the semi. The special class rolled to the starting line. Mack stood waiting till all were ready, and *bang*, they were off. Off the line and first to the first turn was Colford and his 250 Bul. Not far behind was Fulton and *his* 250 Bul. All the riders were well spread out and as the checkered fell, it was Colford, Fulton and Ed Wine. ●

Results in Results Section.

Jim Speigle survived a dose of overconfidence, and won the 125 Amateur class at Elsinore.

MANUEL BURTON

Vidic, Lawrence keep streaks

By Jon Hayt

IRWINDALE, CAL., OCT. 24
Jeff Vidic hasn't lost a night since the Night Nationals over two months ago. Jeff rode his Maico to his eighth 250 Pro victory in a row and has lost very few motos in doing so. Mark Lawrence has also done some trick riding on his Yamaha by winning the 125 Pro class for the second week in a row.

Gary Denton (Hon) started out the night in his usual style by getting the holeshot and keeping his lead over Lawrence to win the first moto. The second 125 moto had a slight change of pace as Pat Nash (KG) and Ed Clark (Hon) got off the line first and had the lead until Nash went down and took Clark with him. Lawrence had been holding back and then saw his chance to get the lead and took advantage of it. He rode hard to keep a charging Don Bongiorno (Hon) back. Dave Taylor made a comeback in the last moto as he finally decided to get down to business on his new Yamaha. Taylor got the holeshot and led the pack for the entire race with Lawrence working his way to second and the overall win.

The crowd went wild as the first 250 Pro moto got underway and Bill Rubly (C-A) got the holeshot. Vidic was quickly passed by Val Tamietti (Mai). Rubly rode smoothly and took the win. Vidic got back into the swing of things on the next moto by getting the holeshot and then running away from the pack. The race of the night was the final 250 Pro race as Vidic and Rubly came out of the gate together and as they rounded the first turn Rubly got by Vidic. Jeff didn't go for this kind of action and hounded Rubly until he got by after the Bert's jump. After that, Vidic soon was long gone from the pack and won without a fight. Rubly took second place and added some more points onto his CMC lead.

The 500 class was Luke Messer's show as he won the last two motos and took home the gold. Jeff Jennings (Bul) couldn't get by Luke's Maico and had to settle with second overall for the night.

Val Tamietti wins Pumpkin Class

By Jon Hayt

IRWINDALE, CAL., OCT. 31
For the first time in almost a year, "Rocket Rex" Staten decided to make an appearance at the CMC Irwindale night races. Staten rode a brand new RM250 borrowed from Mike Spellman. Rex's only comment was "it sure is neat." Jeff Vidic (Mai) seemed a bit excited as he knew that his eight-week winning streak was going to be challenged. To the crowd's surprise, Val Tamietti on a Maico was the one to do the defeating. Val has had a fairly consistent season at Irwindale, usually finishing in the top three every week, and when he decides to get down to business there is no stopping him.

Tamietti did a good imitation of Jeff Vidic as he got the holeshot with Vidic right on his tail. Vidic crashed on the first lap and Val ran away with the lead. Jeff Jennings (Bul) made his way into second and stayed there until his Bul broke. Rocket Rex, having started second to last, worked his way up to second place and started to give Val a run for his money. Tamietti showed his speed and stayed ahead of the many cross ups right behind. The last two 250 races saw Jeff Vidic get it together and do his usual. Vidic got the holeshot on both races and never got passed. The "Rocket" finally got over his bad starts in the last race and gave Jeff a bit of work out. Tamietti finished one-two-three for the night.

David Taylor is finally getting his act back together as he is getting used to his new YZ Yamaha. Dave was a consistent winner at the end of the summer and slacked off until he got his new ride. He swept the 125 Pro class with three firsts and the uncontested overall for the night. Ed Clark was also consistent as he rode his Honda to three second place finishes as he just couldn't get by the lightning fast Taylor. ●

WANT ADS

YAMAHA TD3 ROAD RACE 250 GP, fast & reliable. Also 250 PRODUCTION RACER Yamaha DS7, $400.00. Also CZ 400, plastic tank & fender, $500.00. (714) 278-2552. (44/2x)

'72 YAMAHA 360, must sell, $600.00. Casey (213) 372-6942. (45)

'74, 250 Bultaco Pursang

All new air tight motor. Metalsealed, balanced, blueprinted. New red wire ignition, Amal MK II carb, Works Performance shocks, air forks, tanks, skid plate — many extras, $850.00. Call Chris at Steve's Bultaco (213) 780-6300 wk., (213) 768-0507 nite. (45)

Quality 3 (4) rail trailer

Tows beautifully, 3 rail (could put on 4th), 14" wheels, spare, working lights, springs, custom built, like new, tie-downs, etc. $275.00. (213) 422-0679. (45)

400 Maico

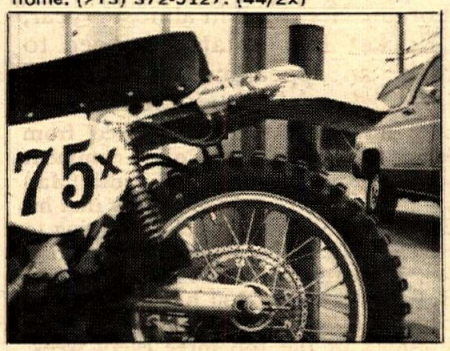
'72 radial, has all the trick stuff, very clean, $650.00. (213) 869-8235. (45)

A nice 400 CZ for $495

1972 model, bought in 4/73, maintained meticulously. Laid down Konis, plus all the other trick. Needs absolutely no work. (213) 248-3391. (45)

250 AJS $250.00, handles good!

Completely rebuilt from top to bottom. I've put over $500.00 in it. Have receipts to prove it. Bought new bike, old one needs good home. (213) 372-5127. (44/2x)



Koni gas/oil conversion

300cc oil per shock — no fade. Completely rebuildable — available for steel/aluminum Konis. $85.00 steel. $100.00 aluminum. Send to: Kimbrell Maico, 1911 Peters Rd. No. 1, Irving, Texas 75061. (214) 438-1919. (44/3x)

Honda XL 250

'75, excellent condition, $825.00. (213) 783-5893. (45)

360 YAMAHA in Cooper frame, or motor and frame separate. Yamaha, Husky, Betor forks, 21" & 18" wheels, Maico rear wheels. Gas tanks and metal and plastic CDI. LOTS OF PARTS. (213) 248-9187. (45)

Bultaco sale

1974, 360 Astro — super clean, fresh engine, fast, $995.00. 1975, 250 Pursang, showroom condition, very quick, $995.00 w/spares. Will consider trade for good used road racers, or street bikes. Phone (218) 233-4405 or (218) 233-4593 evenings. (45)

Super Rat & Ossa 250 & truck

1971 Hodaka Super Rat, $275.00. 250 Ossa Stiletto 1970, $375.00. Many extras. '67 GMC ¾ ton pick up, V8, 4 spd., $995.00. (213) 830-3934. (45)

'73 HONDA XL250 MOTORSPORT, excellent condition, alloy wheels, 3200 miles, never been in dirt. Phone (213) 240-5851 or 241-6044. (45)

Class "C" short track/TT bike

360cc Yamaha, Champion frame, Champion glass, fresh engine, Reeder front end, Konis, quick change wheels, gearing, tires, lots more. $1450.00 or best offer. (805) 498-7097 or (805) 642-0276. (45)

'71 YAMAHA 60 DIRT, good condition with extras, $150.00. (213) 660-0072. (45)

'74 TM 125 Suzuki

Webco head, JH pipe, DG polishing, moved up shocks, fast! Excellent condition, must see! $600.00. (213) 431-6796. (45)

1973, 100 MX YAMAHA, laydown shocks, new top end, new lower end & rod, new 3.50x18 & chain, ridden by 11 year old. $345.00. Weekdays after 5:00 p.m. (213) 925-4344. (45)

'73, 400 Husky

Excellent condition, 3 gal. tank, Curnutts, CR engine with wide ratios, $700.00 or best. Weekends or after 7 (213) 365-5532. (45)

Trick CZ 400

Like new, best offer. (213) 370-8270. (45)

MATCHLESS twin parts 650cc. TRIUMPH parts, buy or sell. (213) 696-8752. (45)

'74 SUZUKI TM125 one year old, hardly ridden. See and make offer, never been raced. (213) 397-7825. (45)

WR250 Baja Honda Elsinore

NEW MT TRANS! 8" S&W forks, 8" cantilevered gas Girlings, 36 Mikuni, Baker up-pipe, 3½ Vesco, ported! Extras! Wife PG; must sell! $914.00. Jim (805) 255-1467 (Saugus). (45/2x)

'74, 400 CZ desert ready

Forward mounted Curnutts, Mikuni, Terry kit, air forks, Vesco tank, cleansweep pipe, $650.00. (714) 846-4705. (45)

Enduro riders only!

Penton 1975, 250 enduro, super clean, hardly used, many extras, $1050.00. Honda MR 175 like new, $650.00. Both street legal, set-up for enduros. (805) 255-0194. (45)

'74 CR250 Honda, desert Elsinore

Wide ratio gear box, DG up pipe, 3.5 Vesco tank, Konis, new piston and rings, extras, $575.00. (213) 692-6660. (45)

Look! Gas Bilstein Elsinore

Excellent condition — new laid down Bilstein gas shocks, much more. $575.00. (213) 359-5158. (45)

She's trick, fresh and fast

Been forked, laid, extended, kitted and aired. Only $495.00 for 1974 Suzuki 185, licensed with spares. (714) 633-6171 or (714) 498-2823. (45)

'73 Yamaha 100 MX

Excellent condition! $375.00. Ask for Judy, day (213) 478-1581, nights (213) 820-1101. (45)

RD350 production road racers

'75. Low mileage, Dunlops, Konis, rearsets, racing seat. Good port work. All stock equipment with bike. Makes a good cafe racer. Fast and reliable. Choice of two. Call evenings 5-7 p.m. and weekends. $950.00 firm. (714) 847-0264. (45)

Brand new '74 Elsinore 125

Extras, must see, $625.00. (714) 995-1029. (45)

Bikes must go

1974 Yamaha 125cc, good condition, only driven 9 months. Owner no longer living at home, parents must sell. $500.00. Call (213) 421-4650. (45)

'70 Yamaha 250 MX

Well kept, very reliable, must see. $325.00. Call after 5 p.m. (213) 475-1998. (45)

Speedway gear

Steve Nutter is selling all his gear from 1975. Leather suit, two Jawa speedway bikes and all the rest. Best offer. (213) 370-8270. (45)

For sale

1973 Yamaha 100 MX, mint condition, many extras. Call (714) 995-6117. (45)

BIKER magazine is for the road riding man. Published bi-weekly by the folks who bring you Cycle News. Free BIKER pin with each subscription. Send $7 for one year of BIKER (26 issues) to BIKER, Box 2610, Long Beach, California 90801. (31/TFN)

Trials or play

'71 Honda SL100, mill completely rebuilt, bored, nu crank, piston, valves — everything! Proof, Girlings, A-1 dirt plus $350.00. Bruce (714) 968-7332. (45)

'72 Yamaha 250 DT2 enduro

Fresh engine, excellent condition, low miles, extra parts for MX conversion. Call (213) 771-0601 after 5 p.m. $550.00. (45)

GAS-WELDIGN-CUTTING OUTFIT. "Sears best" complete with 80 cu. ft. Ox., 60 cu. ft.acetylene tanks. PERFECT COND. Over $350 invested, sacrifice for $250. (213) 726-1024. (45)

'72, 400 CZ

8" front forks, 7" rear, trick & fast — must sell. Best offer takes. (213) 747-0117 days, (213) 286-5517 nites. (45)

'73 YAMAHA MX desert ready, runs good. (213) 631-7331. (45)

"Win" motocross now, on this

'74, 250 YZ, forward mounted shocks, new transmission, new top end, many extras, very fast, excellent condition. $755.00 or make offer. Call (714) 752-6089 or (714) 628-9961. (45)

YAMAHA RD 350 PRODUCTION RACER. 1st place — AMA Regional — Phoenix — 10/25/75. 2nd — Ontario — 8/16/75. 2nd Carlsbad 11/2/75. One of the fastest. $650.00. North L.A. (805) 259-7835. (45/3x)

650 YAMAHA engine, $275.00. R-5 YAMAHA 350 engine, $125.00. (213) 477-4327. (45)

For sale

1975 Yamaha 400 monoshock. Selling with fork kit, Uni filters, Webco fork springs, chain tensioner, skid plate, new chain and rear tire. $1000.00 or best. (213) 224-1635. (45/2x)

CR250 Elsinore

Perfect condition, new engine, tires, brakes, more, $600.00. (714) 548-1591. (45)

Help wanted

Experienced Yamaha parts man. (213) 289-5301. (43/TFN)

Brian Myerscough

NMA Grand National Champion is selling his bikes. Modified YZ 80-B, $650.00 complete. XR100, $400.00 complete, plus many more. (714) 792-2204. (37/TFN)

Call us on our tire prices

(213) 289-5301. (43/TFN)

'72, 400 CZ

$400.00. (213) 439-1276 or (213) 596-7789. (43/TFN)

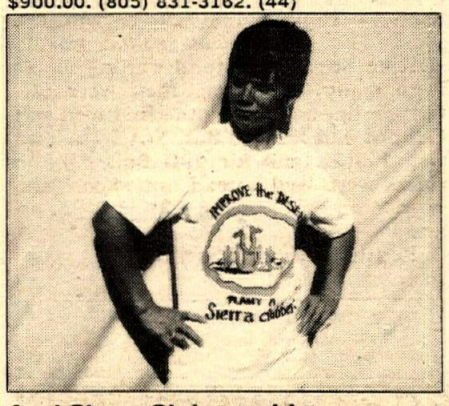
$15/30/5 LIABILITY INSURANCE. 12 months rates: 70cc's $24, 250cc's $38, 500cc $60, 650cc's $73, 1200cc's $85, (All other coverages available). (213) 295-2054. California Motorcycle Insurance Agency, Box 92867, Los Angeles, CA 90009. (39/TFN)

Husqvarna 400 with G.P. set up

1974 Husky CR 400. $850.00 or make offer. (714) 724-3806. (44/2x)

Very trick Rokon 340 enduro

Extended swingarm, FMS w/5" Curnutts, custom pipe w/big Skyway, VDO, 6 ply tires F/R, Kimtab mags. $2200 invested, sacrifice $900.00. (805) 831-3162. (44)



Anti-Sierra Club tee-shirts

"Improve the desert — plant a Sierra Clubber." New — just in time for Christmas, order now. Heavy duty, 100% cotton, lime green accent. Size: sm., med., lg., xlg; $4.95 each. Send check to: Quick At Quill, P.O. Box 8103, La Crescenta, CA 91214 (California residents add 6% sales tax). Allow two weeks for delivery. (45)

Garage sale. New-used by phone

Husky crank, forks, triple-clamps, Akront rims, titanium front axle and spacer set. Suzuki front wheel complete, alloy rear sprocket. Drilled axles Maico, CZ, Yamaha. Marzocchi gas shocks. Betor long travel forks. CZ cables. (213) 367-1722. (45/2x)

1974 CAN-AM 175, lights, clean, extras, $779.00. (213) 973-0436 or (213) 973-2045. (44/2x)

1972 Husqvarna

450 WR. Lots of zap, $700.00. (213) 876-7425. (45)

SUZ. TM 125 '74. Clean & fast. YAM. 125 MX, '71, runs great, depen. 3 BIKE TRAILER (Aragon) with tool box. REASONABLE. Pr/pty. Call (213) 828-8118 evenings.

1975, 400 monoshock

Big tank, skid plate, 6 plys and much more. (213) 941-8249. (45)

1975 BULTACO PURSANG 360, gas F & R, + other extras, $1195.00. (805) 769-8809. (44/3x)

Trade Penton for Honda 350XL

'74 Penton 250, Konis, enduro fender and lights, 200 miles. New condition. Trade for "trick" 350XL, same condition, with street equipment or sell for $1450.00. (714) 897-4601. (44/3x)

'72, 250 PURSANG — stored 2½ years, showroom condition, $695.00. (916) 622-8820. (Hangtown) (44/3x)

'74 Honda CR 125

FMF porting & pipe, 32 Mikuni, cantilever Boges, Andre bars, very fast & reliable. Going to 250cc class. Immaculate, must see to appreciate, $625.00. (213) 442-6328. (44/2x)

'71 YAMAHA 60 DIRT, good condition with extras, $150.00. (213) 660-0072. (45)

'75, 250 MAICO, excellent condition, $950.00. Also, '74, 250 HONDA ELSINORE engine with 34 Keihin, $250.00. Betor front end 8¼" travel, $125.00. Profab swingarm, $50.00. (213) 941-1605. (45)

Russ Darnell MX Schools Xmas

Vacation. Carnegie, December 20 & 21. Indian Dunes, December 23 & 24. Saddleback, December 29 & 30. $25 per student (two day schools). Learn professional techniques! Ride faster. Gift Certificates available. (213) 367-1722. (44/6x)

'75½ Kawasaki KX250

Mint, ridden five hours, like new, must see, $1,000.00. (714) 838-9143. (45)

'70 OSSA MX, ported, 34 Mikuni, Maico wheels, alloy tank, $350.00. (213) 773-7761. (45)

'73 TM 125 Suzuki

Ported, brand new cylinder, T&M pipe, Boge shocks, & many extras. Call for more information. Have receipts. $400.00. (714) 894-0412. (45)

Yamaha 250, BSA 500

'70 Yamaha, $325.00. '71 BSA, $450.00. Both good condition, desert bikes. Must sell one. (714) 633-3199. (45)

'73 XL 250 cowtrailer

Bought new in '74 from dealer. Set up for dirt riding, used very little, $495.00. (714) 842-3501. (45)

Hodaka 100cc

Torque pipe, two PP fenders, fork boots, Uni filter, new points, clutch plate. Runs good, good hill climber. $250.00 or best. (213) 677-6861. (45/2x)

'72 JAWA speedway bike, 500cc, whole bike newly rebuilt. (714) 871-8947. (45)

Yamaha 125 enduro

Street legal, electric start, new battery, extra pipe, lo miles, well maintained, excellent condition, $275.00. (714) 554-2257. (45)

'75, 175 GP Husky

Like new, less than 100 miles, internal roter ign., skid plate, port job, 350, 21, big gas tank, plus more. $1400.00. (213) 355-1272. (45)

'74, 250 BULTACO FMS, 8" FORKS, perfect condition. Make offer. (714) 544-2155. (45)

'72 HONDA XL250, excellent condition, 3,700 miles, street or dirt, extras, $550. (714) 826-0238. (45)

Motorcycle trailers 4 rails

$300.00 custom built. Chrome-plated trailer hitches installed, $45.00. K&B Welding, 1465 Magnolia, Long Beach, California 90806. (213) 436-0666. (30/TFN)

ALUMINUM BOX, paneled with floor for trailer or storage, 18'x6½'. Asking $500.00 or trade for Honda XL. (213) 425-7738. (45)

BULTACO 360 LOBITO, very good condition, $250.00. STEENS HODAKA, runs great, $175.00. BULTACO PURSANG, less engine, $150.00. (213) 425-7738. (45)

'74 CR 125 Honda
Must sell this week. New engine, paint, lay-down, more. Very sanitary. $550.00 or trade for XR-75 plus bucks. (805) 965-4062. (45)

Yamaha 250 monoshock
Four months old, perfect stock condition, trick kit forks, only mod. Absolutely like new, $750.00. (916) 371-6284. (45)

'76 YZ 125C mono
Terry fork kit, ridden 6 times, immaculate. Call after 5 p.m. (213) 477-9912. (45)

125 Yamaha GP
AS 3, dual drum front brake, fresh motor by Mack Krober ignition, some spares, $800.00. (213) 256-9543. (45)

Yamaha YZ 80B
'75 complete Myerscough's machine kit, Lay down Boge shocks, chain tensioner. Myerscough's fork crown reduce fork flex, improve handling, $800.00 ? (213) 339-0896. (45)

'72 CZ 250
Excellent condition, kept up to date. Asking $600.00. (213) 397-0314. (45)

250 Husky WR
'72 H. Mikkola World Champion model. Extras galore, excellent condition. This one so good I bought 360 G.P. older attorney's enduro & play bike. $700.00 or good cycle trailer plus cash. (714) 685-7379 or work (714) 684-1021. (45)

Endo ends it, wife quits
'73 TL125 ridden very little, good condition, very dependable, $400.00. (714) 962-2189.

1975 Kawasaki KX 125
Super buy, like new cond., Trickit forks, Boge shocks, very fast, see and ride to believe. Absolutely must sell, $650.00. (213) 698-3456. (45)

Two 125s
'74 CR Honda, immaculate condition, many extras, stock bore, $649.00/best offer. '72 Montesa, reed valve, much more, $435.00/best offer. (213) 592-2611 or (714) 846-3487. (45)

TM 125 Suzuki
Like new, long travel suspension, best offer. (213) 941-4346. (45)

'73 Suzuki TM 400
Clean, lo time, must sell, $400.00. (714) 626-0786. (45)

'73 YAMAHA 100 MX, mint condition, $325.00. (714) 996-0375. (45)

Jawa speedway bike
Better than new! Plus all extras needed to ride the circuit. This machine is ready to go! $1200.00. Call Scott (714) 462-3478. (45)

A PAIR OF ACES well cared for. Moving, must sell. '73, 350 YAMAHA cafe, $625.00. '70 OSSA 250 Pioneer, all plastics, set-up for desert, must see, $400.00. Too many extras to list, have stock parts. John (213) 966-7686. (45)

BULTACO — '74 SHERPA-T 326, excellent condition, $695.00. (714) 879-6366. (45)

'73 Hodaka 100 Super Rat
Curnutt shocks, Preston Petty features, '76 off road license, good knobby tires, lots of extras, cables. Call Joe (714) 893-3185 or 898-5062. (45)

'75½ GP Maico 250 5 speed
Ported, lightened piston and crank, special pipe, Diamond chain, K&N filter, Petty fender, tuned by Tripes and Holcomb mechanic. Don't miss this one, $1250.00. (213) 991-0676. (45)

'74 new CZ 175cc
Lost son, must sell bike for less than cost, $450.00. (213) 559-1142 anytime. (45)

'74 Husky 250 CR
Excellent condition, hardly ridden, new twin air filter, internal Motoplat ignition, $800.00 or trade for equal 250 WR. Eves. (714) 993-6195. (45)

'74 CR 125
Must sell, many extras, $550.00 or best offer. (213) 348-0465. (45)

MOTORCYCLE TRAILER, 3 rail with 15" chrome wheels, $100.00. (714) 557-1641. (45)

Hollady Cook
Thanks for moral support. 1000 trophy presentation.

Al (45)

Maico-Honda 350 single
Frame mods by Davis Honda, long travel shocks, trick pipe, 75 engine, speedometer. Set up for enduros, bought house must sell, $1050.00. (916) 726-5309. (45)

Wanted stock Kaw F11 tail pipe
Reasonable. (714) 595-6346. (45)

New M/C trailer
3 rail large tires, used 3 times, LL2175, $220.00. (714) 993-4675. (45)

TZ750A road racer
Immaculate. Two Junior Nationals: 2nd Laguna & 4th Ontario. Nickel frame, $3500.00. (213) 997-1003 or (213) 396-5427. (45/4x)

Ossa clearance sale
1975, 250 Explorer, $845.00. 1975, 250 Phantom MX, $998.00. 1975, 125 MX Carabela, $695.00. Dirt Bike West, 7139 Canoga Avenue, Canoga Park, California. (213) 340-6521. (45)

125 DKW parts '73 model late
Have all trick parts, and stock. Must sell. (805) 252-9408. (45)

'75 Husky 250 GP
Ridden 2 times, absolutely must sell, $1295.00. (714) 846-0216. (45)

HODAKA dirt Squirt, 11/73, xlnt., fast, clean, extras, stickie. $375.00. (213) 361-7728. (45)

250 HONDA CR '73, never raced, playbike, super dependable, $600.00. (714) 892-7460. (45)

Ex-Mike-Kidd
'74-5 Bultaco factory team 360 Astro. Spools, disc, Konis, trick swingarm and engine, etc. Just as Mike rode it last year, $1150.00. Will ship or deliver part way. South Dak. (605) 343-5026. (45)

'74 MX 360 YAMAHA frame — tank — seat — fenders. Everything but engine. (714) 826-7789. (45)

'75, new CR 125 Elsinore
Never ridden, sat for a month — must sell. $825.00 or best. (213) 832-7410. (45)

Honda CR250 G.P.
8½" S&W forks, moved up gas Girlings, factory G.P. cylinder, head & 36mm carb. Vesco 3½ plus stock tanks, gearing, and new factory paint. $750.00. (213) 598-9346. (45)

CR 125 '74
Redline swingarm, aluminum Konis, Emler pipe, carb. $650.00. (213) 431-2936 (after 6 p.m.). (37/TFN)

'71 SMUGGLER TRAILER, 16'. Divorce forces sale, make offer. (213) 421-7045. (42/4x)

Kawasaki 750 H2R dirt track bikes
Champion frame — rebuilt — with or without spare parts. Ridden by Brelsford and Castro. Call Erv Kanemoto (408) 293-1426. (42/4x)

Yamaha ½ miler
TD3 Champion frame, Barnes wheels, Betor forks, S&W shocks, spares. Will deliver. (714) 897-2209 or (714) 530-6528. (45)

1973 Bultaco 350 Alpina
2300 miles, runs perfect — $500.00. (714) 993-6669. (45)

'74 Montesa VR, $650 or swap
Hey, I need transportation. Asking only $650.00 for my trick VR. Call and make an offer/or trade for something street legal. David (213) 798-1398. (45)

Free Bultaco
1966 Bultaco 175 free, if you buy my 250 Ossa Pioneer with Curnutt shocks, Uni levers, 4.25 Bridgestone rear tire like new. Clean and reliable, must see. $400.00. (714) 543-5018. (45)

'74 XR 82cc super mini
Built June '75, very fast, new frame, moved up Boggies, Akront rims, Barnett clutch, chrome tank & more, $485.00. (714) 842-3501. (45)

HAND CONSTRUCTED TM-250K, Cerianis, cantilever Konis, DIDs, FMF, 38 Mikuni, handles & very fast, better than new. Over $2500 invested, desperate for tuition money. You won't believe it! Best offer over $795.00. Ask for Jim (213) 833-4338. (45)

'75 J.A.P. speedway bike
Fresh engine and leathers, $1350.00. (213) 353-3794. (45)

'75, 360 Husky GP
Ridden three times, $1375.00. (213) 882-1957. (45)

Super Indian mini
61cc PeeWee Intermediate: 10" wheels, lay down S.W. shocks, extended frame, trick clutch, down pipe, alum. rear hub. Neat, $400.00 and 50cc 4 speed Jr. Cross Indian, good condition, $275.00. (714) 534-8427. (45)

'75 Honda CR-125, Elsinore
Lay down shocks, many extras, excellent cond, $650.00 or best offer. (213) 368-3966. (45)

1975 Yamaha RD 350
Good condition, low bars, fiberglass seat, tank, low miles, $850.00 or best offer. (213) 340-2877. (45)

Hot smooth tracker
250 CZ engine in Bultaco Sherpa frame. Must see to believe. Asking $575.00 or trade + $ for Yamaha 650. Call in morning (714) 526-4032. (45)

'75 HONDA XL-350 perfect condition. Lost job, must sell, $750.00. (213) 675-3516. (45)

'70 MAICO 400, '73 engine, excellent condition, trick components, $595.00. (213) 242-4968. (45)

1974 Yamaha 360 MX
Like new, ridden three times, many extras, $700.00. (213) 869-5147. (45)

XL 250 HONDA PARTS. All new 305cc big bore kit complete with cylinder and head, gaskets, etc. Fork brace, skid plate, misc. (714) 826-0238. (45)

New 1970 Bultaco Pursang
250cc. 10 hours use since new. (714) 543-5019, 9 a.m. best. (45)

125 Honda Elsinore
1973, G.P. barrel, Gem reed, 30 Mikuni, new undercut trans, new clutch, extras, $475.00 or best offer. (714) 685-0072. (45)

For sale: Hartzell dyno
Model 310, like new, $2,000.00 or best offer. (316) 225-1467. (45)

1975 G.P. 400 Maico
Lay-down frame built by ex-Maico works mechanic Jim Mercier. Every detail of this bike is perfect: Bilsteins on the rear, S&W fork springs & damper rods, Metzelers, chain tensioner, Wheelsmith aluminum gas tank & footpegs, titanium handlebars, AND — small triple-row clutch with narrow sidecase; forks, frame & motor are Kal-Garded for maximum durability. Many more features too numerous to mention. Some extra parts include: 2 pipes, shocks & springs, fenders, sprockets, air boxes, etc. . . . This bike MUST be sold this week!! $1195.00 takes it all. Call Steve (213) 883-4523. (45)

YZ 80B
Fully modified aluminum body, Koni moved up shocks, 17" & 16" Akront rims, plastic tank, $695.00. (213) 981-7139. (45)

'74 Jawa speedway bike
Race ready, extra parts.fuel and oil, excellent condition, $1600.00. (213) 444-8167. (45)

Christmas MX School
California Motocross Academy. Six days, five nites, $175.00. Limited to 10 students. For information send 25 cents for postage to: CMA, 13860 Milbank Street, Sherman Oaks, CA 91423. (45)

'73, 250 MX Yamaha
Excellent condition, new bore and crank, forward mounted shocks, Trick kit, very fast and reliable. Will guarantee for 30 days. Must sell, $450.00. (213) 542-3626. (45)

Parts man
Minimum 2 years Yamaha shop experience, good wages. Apply Long Beach Yamaha, 3580 East Pacific Coast Highway, Long Beach, California. Ask for Graham (45/2x)

'75 Bultaco 125
Excellent condition, stock, $800.00. After 5:30 (213) 352-3581. (45)

TWO BELL MAGNUM helmets, front M/C mount for Chev. truck. (213) 424-0863. (45)

New '74 Suzuki TM 100
Ridden 4 times, stock, great condition. Bought in '75, never raced. MUST SELL. $525.00 OR BEST OFFER. (213) 378-5031. (45)

OK you win
My 1974 Honda 250 XL your reasonable price. Street/trail. (714) 848-8313. (45)

Cycle trailer — 6 rail!
Custom heavy duty with large wheels, $150.00. Please call between 8:30-5:30. (213) 681-2527 — ask for Ken O'Neal. (45)

'73 BSA 500 single 5 miles
on new engine. 7½" rear wheel travel, extras. Needs carb, electrics, shocks & finishing touches. $1000.00 invested. Offer? (213) 375-1289. (45)

'75, 250 MX mono
Nothing but beautiful describes it! 8½" rear, 8" front, 350-21" tire, Vesco, trick chain tensioner & extras. Ridden only twice and not raced, $13505.00. After 7 p.m. (213) 328-8311, anytime else (213) 374-4805. (45)

Motorcycle mechanics Inst. of Cal.
Classes are forming now day and evening. Become a certified mechanic. Call now. 15532 Computer Lane, Huntington Beach, CA 92649. (714) 898-6609. (43/4x)

Ready to race
TZ 700 road racer, complete with fairing, $3600.00. (713) 446-7165. (23/TFN)

Trick Hodaka
Fast, many trick items, Webco head, Mikuni carburetor, ported, reed valve, Boges, runs strong, $300.00. (213) 634-0968. (41/TFN)

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

Call us on our tire prices
(213) 289-5301. (43/TFN)

Suzuki 250 dirt bike
Konis, custom pipe, good racing machine, hardly used last 2 years. Cost $836.00, will sell for $495.00. Telephone (213) 472-1711. (45)

'73 Triumph 750
Like new. Semi chopped, low miles, must see to appreciate. Call (213) 634-0800. (29/TFN)

XR 75
'74 model, bought new in April '75. $395.00. (213) 431-2936 (after 6 p.m.). (37/TFN)

*** Wide ratio ***
CZ — 5 speed gearbox — fits 250-400 CZ. $175.00. (213) 672-3444. (43/3x)

1974 Prowler trailer 18½ ft.
Self contained, sleeps 6, stereo, separated pot & shower. (213) 941-8249. (45)

'73, 400 CZ
Plastic tank (3 gal.). 36 Mikuni with manifold pipe, skid plate, forks, just rebuilt. (714) 688-5199. (45)

'75, 125 Yamaha MX
Excellent condition, laid down Boge shocks, Trick-it kit and new springs in forks, pipe & reed valve modifications. New tires, Don Vesco skinny fat tank, stock tank, many extras, $750.00. Call after 6:00 (213) 244-2648. (45)

Help
Have 1969 ISDT 250 M.Z. Need clutch. Spent many bucks on phone calls to importers. They are not interested. Settle for used part. Jack Hassler, 221 Pestana Ave., Santa Cruz, CA 95060. (408) 426-7074. (45)

"1972" RICKMAN 125, chrome alloy frame, good shape — best offer. (213) 429-7375. (45)

1966 BMW R60, extras, $700.00. Ph. (213) 866-7861 or (213) 925-4863. (45)

For sale: MC repair shop
Going business. With or without equipment. Leaving state. Small cash investment, excellent opportunity. Pat (213) 630-2536. (45)

1970 BULTACO 360 EL BANDITO. 30 minutes on complete engine overhaul. High and low pipe, engeno guard., beautiful condition, $425.00. (805) 525-7871. (45)

Fastest twoTriumphs
½ mile Trackmaster — $1500.00. TT Redline — $1300.00. Both built by Tony Denius, 4th qualifier at San Jose Mile National & Ascot winner. Call — Walt Foster (714) 825-4664. (45/2x)

'75½ CR250M1 Elsinore
Perfect condition, never raced, $700.00. (714) 735-3363. (45)

'75 Honda CR 125
Ported, FMF pipe, DG head, fork mods., G.P. seat, excellent, $550.00. (213) 656-3943. (45)

WANTED: Used seat, expansion chamber for '72 TS250 Suzuki. (213) 433-8975 Evening. (45)

CERIANI FORKS, 21 Akront and knobby, excellent, $100.00. Bassani pipe SL125 — perfect, $23.00. Also K.H. cam, $13.00. Interpart cafe tank, 750 Honda with mounting kit, new, $65.00. New 34 Elsinore carb, $20.00. Many miscellaneous parts: CL-CB-SL350, XL250-350, SL100-125. (213) 798-6862. (45)

I GOT MONEY, I need some forks, boots & Jofama leathers. (213) 254-4040. (45)

'74, 250 Husky mag
New top end, cantilevered Boges, $900.00 or best offer. (714) 521-2640. (45)

1974 Yamaha 250 trials
10 mo. old, very low mileage, excellent cond., $700.00. (714) 981-1845. (45)

360 GP Husky 1975
Very little time, Goki air forks, jetted to run very fast, super clean, almost new, $1395.00. (714) 638-7174 or after 6:00 (714) 533-2120. (45)

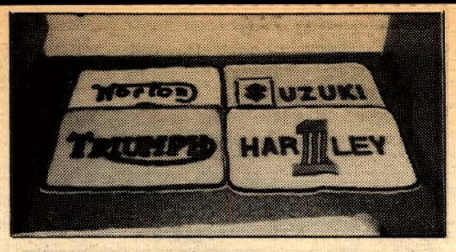
'75 Wilderness 24 ft. trailer
Will carry 3 bikes, sleeps 9. Air conditioning, stereo, self contained, many extras. Take over payments plus $750.00. (213) 361-3427. (45)

1972 HONDA CB450K5. BARNETT CLUTCH, electronic ignition, new Dunlop K70s front and rear, new tubes, 11,000 miles, very clean, $750.00. (213) 848-7627. (45)

650 Triumph
Sonic weld frame — Bucksmith front-end. New 21" tire and wheel, Curnutts — Baha lights — fresh top and bottom, custom built for desert. (After 6 p.m.) — $950.00. (714) 897-1348. (45)

'75 Kawasaki KX 400
Excellent condition, 3 months old, ported, air forks. Too fast for me! Priced to sell, desert tank, gas shocks, more, etc. (213) 670-7440 or (714) 996-3241. (44/2x)

1971 BSA 500 MX, RECENT TOP END, new Boge shocks, trail tank, aluminum bars, new carb, new rear tire, speedo, mudder fenders. Belongs to 50 year old Powder Puff, who bought new one. 1975 BULTACO 250 ALPINA, dependable enduro/trail bike. BSA $600.00 & Alpina $800.00. Cash offers considered. Call after 6 or weekends (714) 674-2483. (44/2x)



Cycle rugs 24"x34"
Nylon, durable, machine washable, rubber backed. In red, blue, white, yellow, black and orange. Send $8.90 (including postage) check money order or I'll C.O.D. J's Rugs, 3306 S.E. 166th, Portland, Oregon 97236. (44/7x)

Desert or enduro*****
125cc Bultaco ('70) — Boge LTR suspension, desert tank, reed valve, VDO speedo, up-pipe, OHV license, 30mm Mikuni. Maintained well, reliable, and FAST! $450.00. (714) 838-0658. (45)

1973 Puch 175
Excellent condition, well maintained & very reliable. $400.00. (213) 360-6136. (45)

YZ125 monoshock parts
30mm carb, $20.00. Stock pipe, $25.00. Stock tank, $35.00. Stock ignition, $50.00. Stock bars, $5.00. Head, $5.00. (213) 986-2011. (45)

'73 KTM 175
Curnutts, Akronts, J-bars, Twin-Air, 34 Mikuni, 2 tanks, sprockets, new Motoplat — excellent condition. Must see!! Better than new! Fast. Reliable. $695.00. (213) 431-7215. (45)

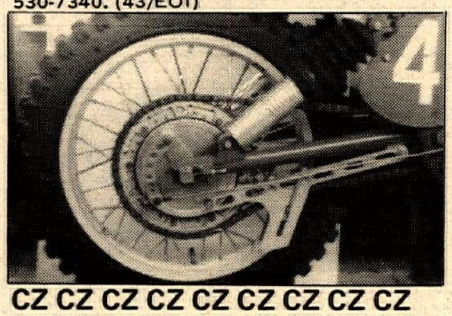
1972 M.A.R. OSSA, $550.00. Better than new, has not been out for over a year. Larry — (213) 835-4164 before 3 p.m. any day. (45)

'75 Suzuki RM125
4 months old, ridden only a few times, perfect condition. Lost job so must sell. Asking $700.00. (213) 326-0895. (45)

Haul ass and save gas
'75 Yamaha RD350B, 1700 miles, showroom floor condition. Must sell, $1150.00 or $300.00 and take over at $41.33/month (20 months left). (714) 983-2091. (45)

9Z360 mono '75 Yamaha
Bike raced only six times — lots of extras, excellent condition — desperate, must sell, make offer. (213) 596-0222. (45)

Aragon cycle trailers
See participating dealers for November specials or call (213) 359-4597 or (714) 530-7340. (43/EOI)



CZ CZ CZ CZ CZ CZ CZ CZ CZ
New '75, 250 & 400 Falta replicas, cantilevered air shocks, 8" travel air forks, $1325.000, $1425.00. CZ accessories . . . Sun rims, $26.95, Barum tires, $19.95, $25.95, works fenders, $10.95, Koni bodies, $18.50, cantilevered frame modification (7½" travel), $50.00. Mikuni adaptors, $10.95. Grand Prix Specialties, 1312 W. Burbank Blvd., Burbank, CA 91505. (213) 846-4405. (45)

One more year
360 Yamaha, Redline frame, Ceriani, spools, disc, reed valve, Banke pipe, solo seat and pillion, $1,000.00. Bob Bergener, Box 59, Snowmass, Colo. 81654 or call (303) 923-3213. (45)

'74 CR125 Honda Elsinore
A-1 condition, U.S. Sports swingarm, must sell. $550.00. (213) 353-2600. (44/3x)

'74, 125 Elsinore
Excellent condition, FMF Porcupine head, $699.00. Ken, after 5:30 (707) 546-3180. (45)

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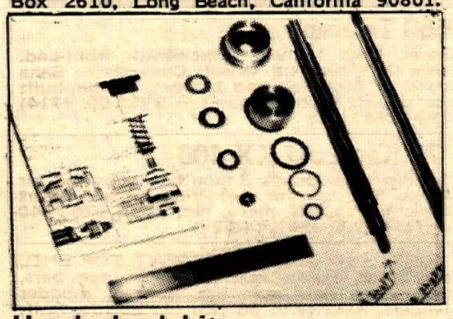

Honda shock kit
to fit all Elsinores & MT 175 enduro. Specify year, $13.95 each shock. C.O.D. OK. Hilesalu Mfg. Co., 322 N. Lima, Burbank, California 91505. (213) 842-3280. (43/4x)

CR 125 Honda Elsinore
1974, all stock, excellent condition — super clean. $550.00. Call after 5 p.m. (213) 448-9389. (45)

Independent dealership for sale
Specializing in sales and repair of used English and Honda cycles. Authorized dealer in Universal parts and accessories. $22,500.00. (415) 593-2175. (45)

'73 stock Elsinore 250
None of the track stuff or hard times. Professionally maintained, but ridden by a turkey, $400.00. (714) 622-2600. (45)

'71 Suzuki TM 125, $325
Webco head, Bassani pipe, mild porting, excellent condition. Must sell. (714) 545-6103. (45)

'75 Husky 250 WR
Malcolm Smith tank, Curnutts, K&N, Cheng Shins, very clean, $1095.00. (213) 797-1222.

TD3 Yamaha flat tracker
Completely rebuilt engine, very fast, extras, $1,500.00. After 7:00 p.m. (714) 892-3297.

Garage sale
Two 250 A.J.S. Stormers. Just rebuilt, $295.00 each. Bultaco 250 Alpina, like new, $500.00. Honda SL70, $225.00. Evenings (714) 968-5496. (45)

'75 MODEL OSSA PHANTOM, completely modified — Snake pipe, plastic side panels, tank, and fenders, laydown Boges, air forks, more. Fast and reliable, $700.00. (714) 737-5886. (45)

'72, 250 MX Suzuki, $300
Good condition, excellent buy. (805) 733-3086. (45)

Champion frame
For 250 twin, plated and in perfect condition, $250.00. (602) 838-4742. (45)

TD3 Trackmaster Yamaha twin
Cerianis, Barnes, very fast, finished No. 8 in Ascot points, very sanitary. $1800.00. Don Roberts (209) 266-7855. (45)

Several used engines!!
$100.00 each — take your pick! 90 Honda — 100 Honda — 175 Honda — 50 Indian (Also 500 Kawasaki at $250.00). (817) 754-1582. (45)

New Husky rear conical hubs
Complete with backing plate, brakes, bearings, and all hardware, $69.00. (714) 452-1783. (45)

1974¾ Husqvarna 250 CR mag
Fresh engine, Boge shocks, Honda seals, Filtron, fork boots, fork protectors, owner's manual, tool kit, perfect condition inside and out. Call, find out more, $1000.00. (213) 454-1022. (45)

World's only MaiKaw
'74 Kawasaki KX 250 engine in '73 Maico frame. All work done by C and J. $2500 invested, $850.00 or best offer. (714) 531-7776. (45)

Penton 1975, 250 enduro
Street legal, only 350 mi., ridden 5 times, won 2 D-37 enduros. Money problems force sale. Asking $1500.00. (714) 637-9729. (45)

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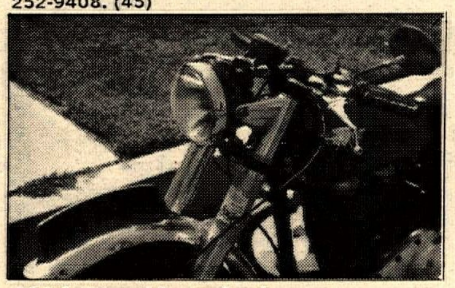
'74/'75 Yam. 250 enduro, street legal — no dirties. (714) 993-6245. (45)

'73 DKW 125, $325 or best
Excellent condition, must sell. (805) 252-9408. (45)



1959 Matchless single
Superb condition, 500cc. Sacrifice $850.00. (714) 274-0420. (45)

Champion Yamaha 360
'73 engine, Betors, S&Ws, Barnes, '75 frame, $1400.00. (602) 749-4126. (45)

Super sale!
MX 400 B's, $1195.00 plus T-R. TT 500 C's, $1225.00 plus T-R. Complete supply Pro-Tec accessories, monoshock kits. FREE CITY CYCLE HOT HATS with minimum purchase. Sale on all motorcycles in stock, Christmas lay away available. City Cycle Center, 8423 S. Rosemead Blvd., Pico Rivera, California. (213) 861-4139 or (213) 861-6271. (45/2x)

'68 Hodaka 100 Ace
Street bike, good condition. Wife's bike, 1100 miles. Call Dennis after 6:00. $200.00 or best offer. (213) 421-0188. (45)

Honda XL parts
250 engine parts, transmission, crank, rod, piston, electronics, rear wheel, forks. Also complete Maico front wheel NEW. (213) 376-8098. (45)

XR-75 Honda & Steens Hodaka
Two very trick and super clean minicycles loaded with extras. (714) 838-2902. (45)

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Lloyd & Mil for placing 2nd 250cc in Baja 1000.
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Available in sizes 28 through 40, in yellow nylon with black leathers, yellow nylon with blue leathers, black nylon with gold leathers, solid red and solid blue with white stripe or red, white and blue. These super pants are $79.95. Ask your local dealer or write:

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'74¾, 360 Pursang
Bought late '74, ridden infrequently — well maintained. Price for quick sale — $600.00. (213) 392-9226. (45)

'73 Suzuki 185 enduro, $400
NEW ENGINE, perfect off road street legal bike, tires like new, Pettys new rear. Bought truck, must sell. $400.00/best offer. (213) 639-2686. (45)

'75 BULTACO 250 MK XIII, DID, Sun, gas Girlings, Phase II, tires, fenders, stock piston, pipe, tank, $950.00 or best offer. (714) 686-5721. (45)

1971 Bultaco Sherpa S 125
Good kid's bike, new piston, good condition. Must sell, $175.00. (213) 340-5727. (45)

Bultaco Pursang '73
250cc, fresh engine, shocks moved up on swingarm, excellent condition, $475.00. (213) 340-5727. (45)

'74 Yamaha 100 MX
21" wheel, stock engine, trick pipe, new piston and ring, very light and fast. Used as play bike in desert. $400.00. (213) 821-8496. (45)

Wanted 250, 360 Yamaha
YZ gas tank and seat. Ask for Jim (714) 530-1030 or (714) 638-5762. (45)

Spike Duncan
Watch out — A Novice will pass you soon. How many times have you fallen in the mud hole? Get a pair of trick training wheels. (45)

'75, 360 Husky GP
Set up for desert, mountains and MX; 36mm Mikuni, D.I.D. rims, new bikes, many extras. Ridden very little, mint condition — see to believe! $1200.00. (805) 495-6545. (45)

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Special inventory clearance sale, 3 or 4 rail, $210.00. (213) 633-2411. (45)

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Honda CR 250
Aluminum desert bars, skid plate, desert tank, Curnutts, many extra parts & riding accessories. Racing barrel, it all goes, $500.00. (714) 683-8523. (45)

'74½ Montesa V.R.
Excellent condition! Fast! Xtras! Hardly ridden. A fantastic deal at $700.00 or best offer. Randy (213) 679-6761. (42/TFN)

Redline Triumph
Dirt track ready. Asking $1,100.00. Barnes wheels, fresh engine, A.R.D. mag. (213) 352-2375. (45)

Help, I am getting out
'73½ CZ 250, nu motor, Curnutts, alloy tank, very clean, $700.00 firm. Also '62 Ford Van, dependable, runs forever, $400.00. (213) 949-3687. (45)

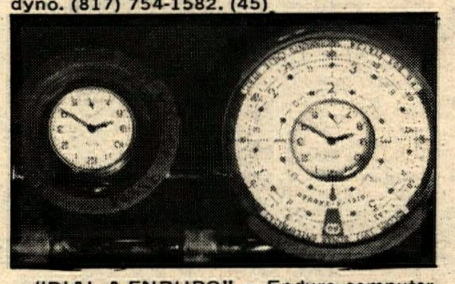
Come in & see, new management
Come and get a good deal at S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (45/TFN)

'74 MT 250 Elsinore
Knobbies, DG pipe, CR shocks, mild porting, runs strong. Have street equipment and stock pipe, $575.00. (714) 962-2189. (45)

License plates are trick
Get rid of those bumper strips and show a little class. Put one of these plates on your van, truck, car, trailer, whatever. Get more than one. Give 'em to all your friends at Xmas. All plates are black on white baked enamel on 6x12 inch aluminum. License plates are $3.00 each. Specify design and quantities desired and send with cash, check or money order to: D & L Enterprises, P.O. Box 575, Brooksville, Florida 33512. (44/3x)

'74 Maico 450
Like new condition, used for trail riding only, maintained by shop mechanic, not ridden during summer, $1000.00. (213) 869-2722.

All the equipment you need
To start your own shop. Tools — vises — benches — M/C lifts — welders — Patraco dyno. (817) 754-1582. (45)



"DIAL-A-ENDURO" — Enduro computer, $23.95. *Watch-holder, $9.95 (*Watch $6.00 additional — $1.00 postage and handling.) Lit. 25¢. Bonar Enterprise, 3128 Auburn Boulevard, Sacramento, CA 95821. (42/TFN)

Need stereo or quad?
For sound advice and excellent deal, racers should call Gino (213) 980-7711 — Sundays off! (33/16x)

Thumper
XL 410, cam, springs, trans, carb are trick. C&J frame, 7¾" Betors, 7¾" gas Curnutts, light hubs, Buchanan S.S. spokes, D.I.D.s, Pettys, aluminum air box, J-bars, Vesco 2.2 gal., 238 lbs. Fast and smooth, $1500.00 firm. (213) 447-9713. (45)

'73 Yamaha 125 MX
Clean, never raced, $400.00. (213) 330-7967.

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Class "C" stock hydro. Glen-L wood hull. Merc. 30 horse with quicksilver lower end, cushions, fuel tank, prop, grease and drain plugs. Trailer with tie downs, spare, and lights. Both currently registered. Sell or trade, make offer. (213) 371-0614. (45)

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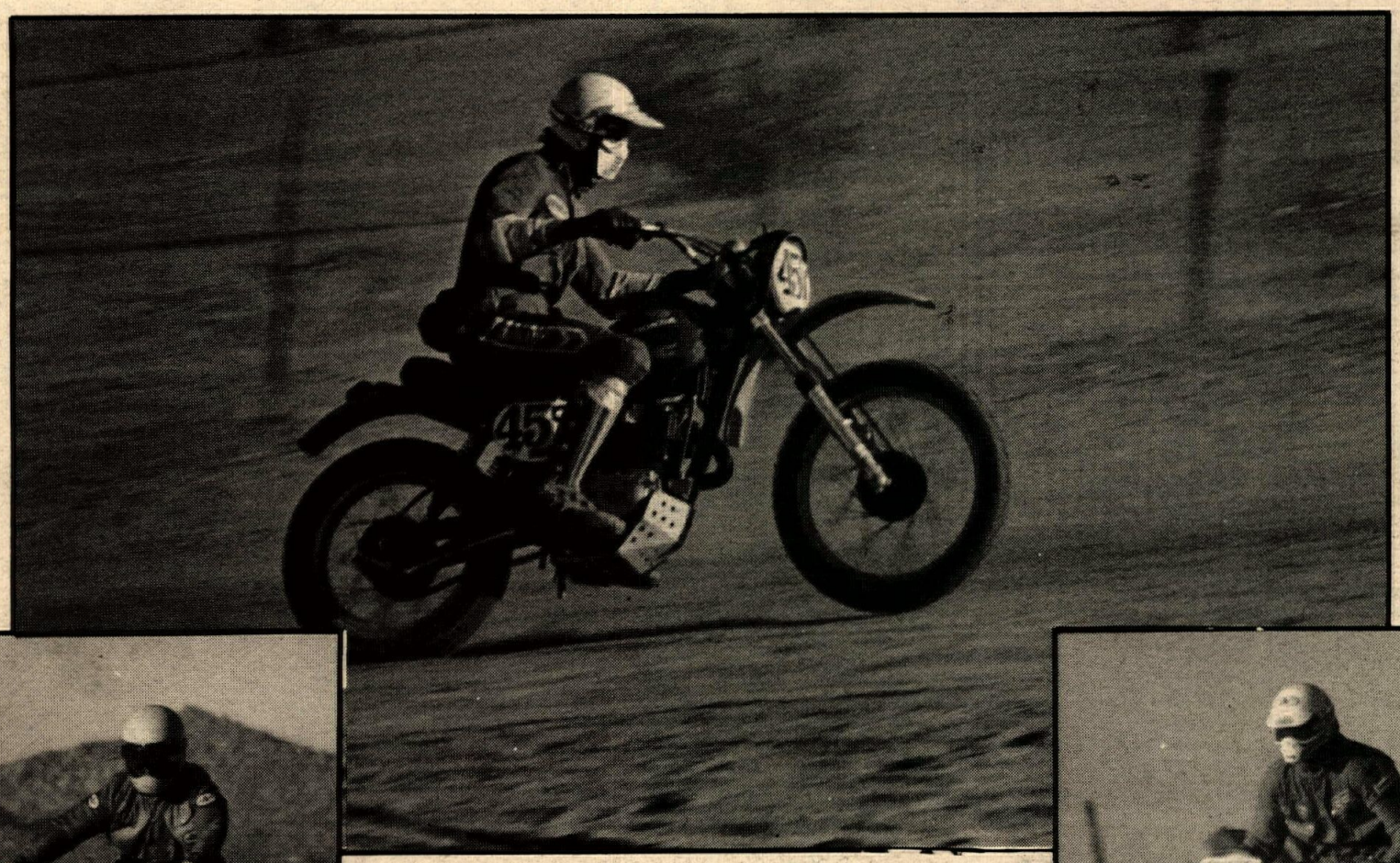

AL BAKER/GENE CANNADY
OVERALL WINNER
CLASS 22 WINNER
Winning oil: Pennzoil 4-Stroke Motorcycle Oil

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THIRD OVERALL
SECOND – CLASS 22
Winning oil: Pennzoil 2-Stroke Motorcycle Oil

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MITCH MAYES/A.C. BAKKEN
THIRD – CLASS 22
Winning Oil: Pennzoil 2-Stroke Motorcycle Oil

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